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OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

J. W. Walsh, Jr., Editor

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JOURNAL COVER PHOTO

Pennsylvania Railroad freights passing near Enola Yards. Picture taken during Pennsy's good old days, December 1955. Photo by Don Wood.

POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579.
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A Message From President C.J. Chamberlain

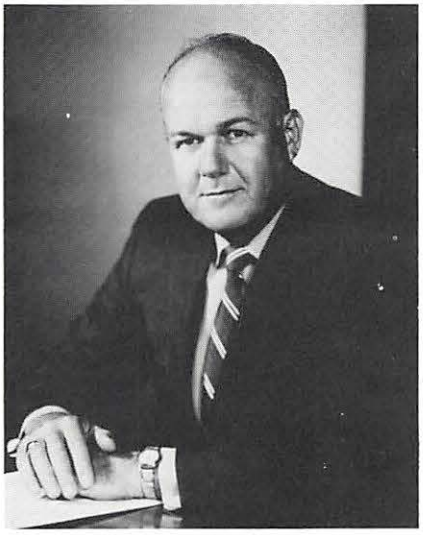
LABOR ORGANIZATIONS IN the transportation industry, and in particular railroad labor organizations, are faced today with one of the most serious threats to our right to collective bargaining and the right to strike that we have been faced with in years.

During the past three and a half years the Nixon Administration has repeatedly attempted to pass restrictive legislation that would bring the transportation industry under compulsory arbitration.

In the past we have been successful in preventing this most vicious anti-labor legislation from becoming law; however, the Administration continues to draft legislation and introduce bills that would shackle labor, take away the right to strike, force compulsory arbitration of all disputes, abolish the National Railroad Adjustment Board, and take away other important basic rights which we are now privileged to enjoy in our free society.

In effect, the legislation sponsored by the Administration would mean the end of collective bargaining, and labor organizations would be at the complete mercy of the carriers and/or the so-called neutrals who are appointed to render binding decisions in labor disputes.

The most vicious piece of anti-labor legislation to date was introduced by Senator Robert W. Packwood of Oregon. The bill, S.3232, was introduced on February 24, 1972, with the following twenty-eight Senators as co-sponsors. Peter H. Dominick (R., Colo.), Robert Taft, Jr. (R., O.), J. Glenn Beall, Jr. (R., Md.), Gordon Allott (R., Colo.), Howard H. Baker, Jr. (R., Tenn.), Henry Bellmon (R., Okla.), Wallace F. Bennett (R., Utah), W. E. Brock (R., Tenn.), John Sherman Cooper (R., Ky.), Norris Cotton (R., N.H.), Carl T. Curtis (R., Neb.), Robert J. Dole (R., Kan.), Paul J. Fannin (R., Ariz.), Hiram L. Fong (R., Hawaii), James O. Eastland (D., Miss.), Barry M. Goldwater (R., Ariz.), Robert P. Griffin (R., Mich.), Clifford P. Hansen (R., Wyo.), Roman L. Hruska (R., Neb.), Len B. Jordan (R., Idaho), John L. McClellan (D., Ark.), William V. Roth (D., Dela.), William B. Saxbe (R., O.), Hugh Scott (R., Pa.), Strom Thurmond (R., S.C.), John G. Tower (R., Tex.), Lowell P. Weicker (R., Conn.), and Milton R. Young (R., N.D.).



An analysis of the bill appears on other pages in this issue of The Signalman's Journal. We ask that you review it carefully so that you will see first hand the objectionable features of the legislation which the Administration erroneously portrays as the bill which has only one purpose—to protect the public welfare. Nothing could be farther from the truth. The legislation takes away the basic right of workers in the transportation industry to bargain collectively. We pride ourselves in being part of a free society where workers are free to join together and take economic action to improve their working conditions. What the Administration is proposing to do by its anti-labor legislation is to dictate the terms of the contracts and set the conditions under which we work. We cannot and will not permit this to happen.

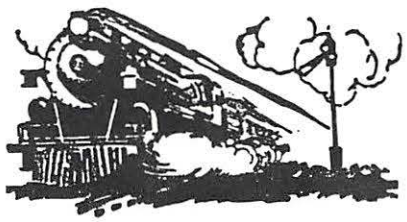
Hearings are currently being held on the legislation by the Senate Labor and Public Welfare Committee. Railroad labor organizations, in cooperation with the AFL-CIO and other transportation unions, are facing one of the biggest battles we have ever had to face in opposing this legislation. We need your help. Our members must inform their Senators and Congressmen in writing that they are opposed to this bill which takes away the rights of the labor movement to bargain collectively. Bill S.3232 is discriminatory against the workers in the transportation industry, and would take away basic rights which we in the labor movement are guaranteed under the Constitution of the United States. Your help is urgently needed in our battle to defeat this legislation and we are respectfully requesting that you write your Senators and Congressmen, expressing in very clear terms that you are opposed to Bill S.3232.

This is a serious threat to organized labor in the transportation industry and should not be taken lightly. If this legislation passes, your collective bargaining agreement will be rendered meaningless and it will be impossible to ever again improve benefits, as well as protect the integrity of your current basic agreements.

Write your Senators and Congressmen today and tell them that you are opposed to Bill S.3232 entitled "Transportation Crisis Prevention Act of 1972." ACT TODAY, TOMORROW MAY BE TOO LATE.

PAY BOARD APPROVED THE 5 PERCENT INCREASE DUE SIGNALMEN APRIL 1, 1972 UNDER THE NOVEMBER 16, 1971 AGREEMENT.

MR. DEMPSEY CHAIRMAN OF THE N.R.L.C. INFORMED PRESIDENT CHAMBERLAIN THAT MEMBER ROADS WERE ADVISED TO APPLY THESE INCREASES TO ALL EMPLOYES COVERED BY THE AGREEMENT.



The National Transportation Safety Board

What It Is and What It Does

IN THE MARCH ISSUE OF The Signalman's Journal we reported on a special study made by the National Transportation Safety Board covering signal and operating rules as casual factors in train accidents.

This special study by the Safety Board noted that fully automated train operation is feasible in the railroad industry, however, due to cost the industry cannot afford to install such systems in the near future. The study found that signal systems on the U.S. railroads have been well-engineered, however, the maximum practical level of safety in train operation has not been reached. The study also found that, technology is available to provide, at reasonable cost, the signal systems and appliances to overcome many conditions and circumstances which lead to costly collisions.

The Safety Board recommended that the Federal Railroad Administration develop a comprehensive program of signal-system rules. Also, the requirement to include equipping mainline trains with locomotive cab-signals duplicating the information given by the track side signals.

For the past year the Brotherhood of Railroad Signalmen has spent a great amount of time and money protesting the revisions proposed by the Federal Railroad Administration of the Rules, Standards and Instructions for railroad systems. It is our opinion that the present rules should be adopted and any revisions in the R.S.&I. should strengthen the rules and give greater control to the Bureau of Railroad Safety in enforcing safety regulations in the railroad industry.

The Safety Board's recommendations in this special study certainly sustain the Brotherhood's position that the Bureau of Railroad Safety would be remiss in its duties if it adopts any of the present proposed revisions that were reported in the November issue of The Signalman's Journal.

The Safety Board's study also recognizes the value of cab signals and the protection given in adverse weather conditions; such as fog, sleet, snow and rain, which restrict visibility. Also the restricted view of a wayside signal due to a curve or excess vegetation would be eliminated.

Many carriers are now seeking the FRA's approval for the outright removal of cab signal systems and block signal systems because passenger train operation has been discontinued.

This is another area where the Brotherhood of Railroad Signalmen has spent much time writing protests during the past year. The Federal Railroad Administration receives applications for its approval of proposed modifications or removal of signal systems.

It is the Brotherhood's position that other train operations over the carriers' systems certainly require the protection offered by cab signals and signal systems.

After reading the report of the National Transportation Safety Board in the March issue of The Signalman's Journal, many members of our organization asked what the Safety Board is and what it does. The Journal is most happy to report on what function this important agency has in our government.

The National Transportation Safety Board

The National Transportation Safety Board serves as the overseer of U.S. transportation safety; its responsibilities cover marine, railroad, highway, pipeline, and civil aviation.

The Safety Board was created by the Transportation Act of 1966 and began operations in April 1967. It is headed by five Members appointed by the President and confirmed by the Senate, one of whom is designated by the President to serve as Chairman.

The mission of the Safety Board is to determine the cause of transportation accidents and to make recommendations aimed at preventing such accidents from happening.

The Safety Board determines the cause of accidents through direct investigations, public hearings, and staff review and analysis of accident information; it points out corrective action aimed at preventing accidents through the public issuance of special studies and safety recommendations.

In civil aviation the Safety Board is required to determine the probable cause of all accidents.

In surface transportation the Safety Board may determine cause of any accident it selects, usually those catastrophic, technically unique, or national interest type accidents that demonstrate the greatest need for safety studies and corrective action.

Another function of the Safety Board is to review on appeal—and adopt, remand, amend or reverse if it so decides—any action taken against any certificate or license issued by the Secretary of Transportation or the Administrator of any agency under him.

To insure that all these functions are carried out without any conflict of interest, the Safety Board, although structurally located within the Department of Transportation is an autonomous agency. The Congress, in the Transportation Act, said it this way:

"The Safety Board, in the exercise of its functions, powers, and duties, shall be independent of the Secretary (of Transportation) and other offices and officers of the Department."

The Safety Board is one of the smallest Federal agencies, numbering 280 employes, mostly specialists in various transportation systems.

(cont'd. on page 71)

It's Our American Privilege to **REGISTER and VOTE**

Health-Welfare Agreement Reached With Carriers

THE COOPERATING RAILway Labor Organizations and the nation's railroads averted a potential crisis by reaching an agreement providing for improvements in the Health and Welfare policy.

A tentative agreement reached in December and reported in the January-February issue of The Signalman's Journal, ran into snags when working out the final details. As the March 1 expiration date approached a critical situation arose.

However, on February 24, the organizations and the carriers reached an agreement disposing of our October 15, 1971 Health and Welfare Notice. The new contract covers practically all of the 550,000 railroad employes covered by union contracts.

The agreement carries significant gains over the present hospital-surgical medical benefits provided under The Travelers' Group Policy GA-23000.

The changes in the policy that were negotiated are as follows:

1. Increase maximum days of hospital confinement from 180 to 365 days per confinement.

2. Increase lifetime maximum major medical from $20,000 to $50,000.

3. Increase automatic restoration on major medical from $1,000 to $2,000 per annum.

4. Provide for intensive care excess charges to be handled as hospital miscellaneous charges.

5. Increase surgical schedule from E$550 to E650.

6. Increase anesthesia benefits to 25% on new schedule.

7. Continue insurance for pregnant female employes for five full months following month last worked, with provision for 14 days coverage of newborn children if birth occurs thereafter.

8. Provide maternity benefits under GA-23000 for female employes of hospital association railroads.

9. Add provision for new period of hospital confinement for both employes and dependents to begin after 30-day release from hospital.

10. Provide immediate reinstatement of insurance for returning veterans, with immediate maternity benefits for their wives.

11. Continue coverage for dismissed employes same as for furloughed employes, except that—

a) not less than six months of employment prior to discharge, during which the employe qualified for at least three premium payments, will be required; and

b) coverage for hospital association railroad employes will be provided under GA-23000, rather than through the hospital association, and will extend to sicknesses commencing and injuries occurring during the period of continued coverage.

12. Increase major medical payment for out-of-hospital psychiatric care from 50% to 65%.

The policy runs from March 1, 1972 to March 1, 1974. Under the settlement the premiums paid for the policy coverage by the carriers are to rise from $41.03 a month to $51.95 on roads not having hospital associations, plus $2.52 per employe for on-duty injuries (up from $1.63) effective as of March 1, 1972, and to $3.19 effective March 1, 1973, plus another 20 cents going into a special account, making a grand total of $55 to $56 a month.

On roads having their own hospitals, the amount to be paid directly by the carriers to the hospital associations goes up from $10.75 to $13.75 a month. In addition, they pay $38.03 per employe for the group policy coverage, and they are required to pay for furloughed employe coverage and on-duty injuries.

Life insurance coverage remains as now—$6,000 for active employes plus an additional $4,000 for accidental death and dismemberment, and $2,000 for retired employes.

It was estimated that the total two-year cost of the new policy to the carriers will be approximately $620 million, compared to $480 million for the previous two years. Much of the increase represents higher costs of existing benefits.

The agreement reads as follows:

AGREEMENT

THIS AGREEMENT, made this 24th day of February, 1972 by and between the participating carriers listed in Exhibit A, attached hereto and hereby made a part hereof, and represented by the National Railway Labor Conference and the National Carriers' Conference Committee, and their employes represented by the Cooperating Railway Labor Organizations signatory hereto, in keeping with the Memorandum of Understanding between the parties dated December 10, 1971, witnesseth:

IT IS AGREED:

ARTICLE I — RENEWAL OF GROUP POLICY CONTRACT GA-23000

The Joint Policyholder Committee created by Article I of the Agreement of January 11, 1968 will continue discussions with The Travelers Insurance Company and negotiate a renewal of Group Policy Contract GA-23000 so that the benefits described in Article II hereof will be provided for a period of two years from March 1, 1972.

ARTICLE II — BENEFITS TO BE PROVIDED

The benefits which will be provided for the period specified in Article I will be those which are presently provided under the policy contract, with the following modifications:

(1) Increase maximum days of hospital confinement from 180 to 365 days per confinement.

(2) Increase lifetime maximum major medical from $20,000 to $50,000.

(3) Increase automatic restoration on major medical from $1,000 to $2,000 per annum.

(4) Provide for intensive care excess charges to be handled as hospital miscellaneous charges.

(5) Increase surgical schedule from E$550 to E$650.

(6) Increase anesthesia benefits to 25 percent on new schedule.

(7) Continue insurance for pregnant female employes

for five full months following month last worked, with provision for 14 days coverage of newborn children if birth occurs thereafter.

(8) Provide maternity benefits under GA-23000 for female employes of hospital association railroads.

(9) Add provision for new period of hospital confinement for both employes and dependents to begin after 30-day release from hospital.

(10) Provide immediate reinstatement of insurance for returning veterans, with immediate maternity benefits for their wives.

(11) Continue coverage for dismissed employes same as for furloughed employes, except that:

a) Not less than six months of employment prior to discharge, during which the employe qualified for at least three premium payments, will be required; and

b) coverage for hospital association railroad employes will be provided under GA-23000, rather than through the hospital association, and will extend to sicknesses commencing and injuries occurring during the period of continued coverage.

(12) Increase major medical payment for out-of-hospital psychiatric care from 50 percent to 65 percent.

ARTICLE III — EMPLOYES AND DEPENDENTS TO BE COVERED

1. Pending preparation of exhibits identifying the classes and crafts of employes to be covered (which will be completed as expeditiously as possible), the policy contract will continue to cover the classes and crafts of employes who are presently covered on each individual railroad, except as the Joint Policyholder Committee may notify the Insurer. Additional employe groups, as agreed upon, may however be covered effective March 1, 1972 or thereafter.

2. In application of provisions for enlargement of the policy contract, the National Carriers' Conference Committee representing the signatory employers, and the Employes' National Conference Committee representing the policyholder labor organizations, will not unreasonably deny coverage to any craft or class of employes on any railroad upon proper joint application made by the railroad and the collective bargaining representative of such employes.

In the event a labor organization representing a group of employes covered by the policy contract should cease to represent such group of employes, and the policyholder labor organizations so request of the signatory railroads, the coverage of such group of employes shall terminate at the end of the second month after such request is made.

ARTICLE IV — FINANCING THE POLICY CONTRACT

1. The monthly premium rates, to which the Insurer has agreed, to provide the benefits identified in Article II for covered employes (excluding medical care benefits for employes of hospital association railroads), retired employes (life insurance only), and dependents, are $51.95 per employe for non-hospital association railroads for all coverages except of on-duty injuries and $38.03 per employe for hospital association railroads. The monthly premium rate for non-hospital association railroads for benefits payable as a result of on-duty injuries for the year commencing March 1, 1972 is $2.52 per employe, subject to retrospective experience rating with a limit of 20¢ plus an interest factor on the additional premium rate; the rate for the year commencing March 1, 1973 will be not more than $3.19. These rates are subject to possible revision, as provided in paragraph 4 of Memorandum of Agreement of this date among the parties signatory hereto and The Travelers Insurance Company, if the government's price stabilization program should be discontinued or substantially modified or become ineffective so as to discontinue or relax controls over health care costs.

2. Each participating railroad will transmit to the Insurer the amount necessary to pay the required monthly premium for its employes subject to the provisions of the next following sentence, plus the amount necessary to assure continued payment of Medicare premiums if such premiums cannot be paid from the Special Account. During the year commencing March 1, 1972 each participating non-hospital association railroad will transmit 20¢ per employe per month in addition to the $2.52 premium for benefits payable as a result of on-duty injuries, which will be credited to the Special Account; the amount of any additional premium under the retrospective experience rating will be charged to the Special Account; any remaining balance from the above mentioned 20¢ per employe per month and interest thereon will be available toward payment of premium for benefits payable as a result of on-duty injuries in the contract year commencing March 1, 1973, and the amount which non-hospital association railroads will transmit to the Insurer in such contract year will be to that extent less than the monthly premium.

3. Each participating hospital association railroad will transmit to the hospital association $13.75 (increased from $10.75 effective March 1, 1972) or the hospital association dues, whichever is less, each month for each Qualifying Employe who rendered compensated service or received vacation pay in the preceding calendar month, and the dues of Qualifying Employes will be offset by that amount; will provide for a three-month extension of hospital association coverage for Qualifying Employes while on furlough, either through arrangements which the railroad may make with the hospital association or, in the absence of such arrangements, by paying the furloughed employes' full dues for up to three months; and will provide for the treatment of on-duty injuries.

Note: The amount of the hospital association dues offset effective March 1, 1972, shown above, has been reduced by 13 to absorb the cost of providing maternity benefits for female employes of hospital association railroads.

4. The amounts per employe per month which participating railroads retain from the total amount contributed to the health and welfare plan (for non-hospital association railroads, 26¢ for railroad administrative costs; for hospital association railroads, 18¢ for railroad administrative costs and 25¢ to finance the furloughed employe extended coverage specified in paragraph 3 above) will continue unchanged.

5. On any enlargement of the policy contract to include an additional group of employes, and on any enlargement to change the status of a railroad from a hospital association railroad to a non-hospital association railroad, if the employe groups involved had not been covered by another health and welfare plan or hospital association arrangement which will provide benefits on and after the effective date of the enlargement in relation to disabilities which commenced prior thereto, or (in the case of change in status from hospital association to non-hospital association railroad) if the parties desire to insure for employe benefits those employes who did not render compensated service or receive vacation pay

in the calendar month preceding such change in status, the railroad involved will transmit to the Insurer such pick-up premium as the Insurer may charge under the provisions of the policy contract.

6. The Joint Policyholder Committee will meet with representatives of the Insurer prior to March 1, 1974 for the purpose of reviewing experience under the policy contract and making appropriate financial adjustments of such funds as may be available. If the funds available are inadequate to provide the benefits specified in the policy contract during the forthcoming policy contract period, and the Joint Policyholder Committee and the Insurer do not reach agreement under which the policy contract can be continued, the policy contract will terminate February 28, 1974, subject to its provisions for extended benefits for employes and dependents previously injured or who are sick and benefits under Article VI, paragraph 2 of this agreement will be provided.

ARTICLE V — STANDING COMMITTEE

Because the signatories hereto have a joint responsibility to develop the best method of providing benefits, the Standing Committee consisting of three representatives of Labor and three representatives of Management will continue to look into the matters listed below and other items which may develop during the Committee discussions:

(a) All matters pertaining to agreements and contracts with the insurance company, their administration, and the services rendered.

(b) Consideration of alternate methods of providing benefits.

Subject to approval of the Joint Policyholder Committee, the Standing Committee may arrange for a study of claim payments by the Insurer, and for such other investigations as may prove to be necessary, to be made at the Policyholder's expense. If such Committees reach agreement on any matter developed by the Standing Committee, or on any other matter involving the Policy Contract, such matter will be promptly taken up with the Insurer looking toward the establishment of such administrative arrangements as may be appropriate and, if necessary, revision of the Policy Contract.

ARTICLE VI — GENERAL PROVISIONS

Court Approval

1. This Agreement is subject to approval of the courts with respect to railroads in the hands of receivers or trustees.

Effect and Duration of This Agreement

2. This Agreement is in full and final settlement, as between the parties hereto, of the notice served on a national basis October 15, 1971 by the labor organizations signatory hereto, of the notice served for concurrent handling therewith by the railroads parties hereto, and of any other pending notices relating to health and welfare benefits and the financing thereof. No notices relating to health and welfare benefits or the financing thereof shall be served to become effective prior to March 1, 1974, and if no agreement thereon is reached prior to March 1, 1974, the railroad payments provided for in this agreement shall be continued until changed or modified under the provisions of the Railway Labor Act, and the Joint Policyholder Committee will make arrangements to provide such benefits as can be financed from such payments.

SIGNED AT WASHINGTON, D. C., THIS 24th DAY OF FEBRUARY, 1972.

Signatures not reproduced.

MEMORANDUM OF AGREEMENT

It is hereby agreed by the parties signatory hereto that Group Policy Contract No. GA-23000 will continue in force for the policy contract period commencing March 1, 1972 and terminating February 28, 1974, subject to the following:

1. The monthly premium rates for other than benefits payable as a result of on-duty injuries shall be $51.95 per employe for non-hospital association railroads and $38.03 per employe for hospital association railroads.

2. The monthly premium rate for benefits payable as a result of on-duty injuries shall be $2.52 per employe for the contract year commencing March 1, 1972, subject to retrospective experience rating (including debit recoupment as limited in accordance with paragraph 7) not later than February 28, 1973 with a limit of 20¢ per employe and interest thereon on the additional monthly premium. In addition to the monthly premium of $2.52, each participating non-hospital association railroad will contribute and transmit to the Insurer 20¢ per month with respect to each employe as to whom a premium payment is transmitted, which will be credited to the Special Account; the amount of any additional premium under the retrospective experience rating will be charged to the Special Account, and any remaining balance from the 20¢ and interests thereon will be available toward payment of premium for benefits payable as a result of on-duty injuries in the contract year commencing March 1, 1973. The monthly premium rate for the contract year commencing March 1, 1973 for benefits payable as a result of on-duty injuries shall be determined under the procedures of Article XII, Section 9 (b) of the policy contract, but shall not be more than $3.19 per employe.

3. Single premium rates shall be adjusted in proportion to the changes in monthly rates.

4. If the government's price stabilization program should be discontinued or substantially modified or become ineffective so as to discontinue or relax controls over health care costs, the Insurer may give notice to the Policy holder, under the procedures of Article XII, Section 9 (b) of the Policy Contract, of an increase in monthly premium rates by not more than $1.34 for other than on-duty injury benefits, provided that any new premium rates agreed upon shall become effective the first day of the second calendar month following the giving of the notice. The notice may specify a monthly premium rate for on-duty injury benefits of not more than $2.54 for the contract year commencing March 1, 1972 and not more than $3.23 for the contract year commencing March 1, 1973, and a proportionate adjustment in single premium rates.

5. In the discretion of the Joint Policyholder Committee, a study of on-duty injury claim payments will be made at the Policyholder's expense. The Insurer will assist by furnishing such information for such study as the joint Policyholder Committee may reasonably request.

6. Benefits and other contract provisions of said policy contract will be modified to make the following changes effective:

(1) Increase maximum days of hospital confinement from 180 to 365 days per confinement.

(2) Increase lifetime maximum major medical from $20,000 to $50,000.

(3) Increase automatic restoration on major medical from $1,000 to $2,000 per annum.

(4) Provide for intensive care excess charges to be handled as hospital miscellaneous charges.

(5) Increase surgical schedule from E$550 to E$650.

(6) Increase anesthesia benefits to 25 percent on new schedule.

(7) Continue insurance for pregnant female employes for five full months following month last worked, with provision for 14 days coverage of newborn children if birth occurs thereafter.

(8) Provide maternity benefits under GA-23000 for female employes of hospital association railroads.

(9) Add provision for new period of hospital confinement for both employes and dependents to begin after 30-day release from hospital.

(10) Provide immediate reinstatement of insurance for returning veterans, with immediate maternity benefits for their wives.

(11) Continue coverage for dismissed employes same as for furloughed employes, except that:

a) not less than six months of employment prior to discharge, during which the employe qualified for at least three premium payments, will be required; and

b) coverage for hospital association railroad employes will be provided under GA-23000, rather than through the hospital association, and will extend to sicknesses commencing and injuries occurring during the period of continued coverage.

(12) Increase major medical payment for out-of-hospital psychiatric care from 50 percent to 65 percent.

7. With respect to retroactive experience rating, The Travelers Insurance Company agrees that while the policy contract is in effect and the annual premium continues to be $200,000,000 or more, in any retroactive experience rating The Travelers will not include a factor for debit recoupment (including recoupment of any accumulated debit) in excess of one percent of the total earned premium for the policy contract period being retroactively experience rated.

8. The amendment to said policy contract and the amendment to the Agreement of January 18, 1955 reflecting the above will be prepared by a Committee representing all parties.

SIGNED AT WASHINGTON, D.C. THIS 24th DAY OF FEBRUARY, 1972.

On behalf of the carriers by
William H. Dunphy
Chairman,
National Railway Labor Conference

On behalf of the Cooperating Railway Labor Organizations by
G. E. Leighty
Chairman,
Cooperating Railway Labor Organizations

On behalf of The Travelers Insurance Company by
J. W. Donahue
Vice President

Well-Heeled Businesses Widen Anti-Strike Drive

EIGHT MORE GIANT CORPORATIONS HAVE JOINED A BIG business lobby set up for the sole purpose of outlawing strikes in transportation.

The organization calls itself the United Transportation Consumers and insists it is not a lobbying group but one designed to create "through a public education program" a public climate "within which Congress can act to force modernization of the transportation system."

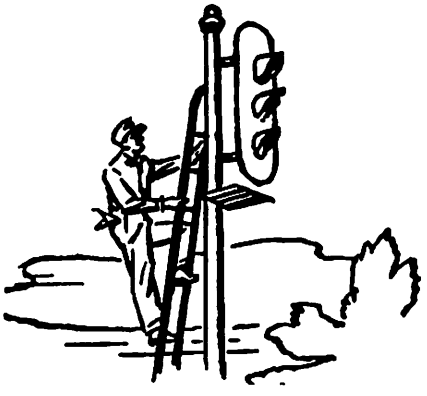
Although it was organized last November, its existence was not made public until this month when the group sent a letter and brochure to all senators and representatives to explain its purpose:

Membership is open to all companies that agree with UTC's goals.

Fees for membership are on a sliding scale: only $1,000 a year if a company had less than $50 million in sales in the last fiscal year, but $3,000 a year for those corporations whose total sales volume was more than $100 million.

The eight new members of the UTC are W. R. Grace & Co., Colorado Meat Dealers, N.L. Industries, Hyster Co., Federal Sign & Signal, General Telephone & Electronics, Avon Cosmetics and Standard Oil of Indiana.

They brought the number of members to 18. The original 10 forming the group were Georgia-Pacific, Allied Chemical, Continental Can, Dow Chemical, E. I. du-Pont, PPG Industries, St. Regis Paper, Union Camp, U.S. Plywood-Champion Papers and Weyerhaeuser.



The chairman of the group's steering committee is Thomas F. Mitchell, a lobbyist for a lumber conglomerate.

He said he has contacted 1,000 firms in an attempt to raise $1 million for the UTC's "education" program.

Mitchell said a number of companies have declared their intention to join United Transportation Consumers, but declined to identify them.

The brochure sent to congressmen claims among other things, that "work practices . . . stifle modernization" and "grip the entire transportation industry—and cost the railroads alone $500 million a year which might be utilized for improved equipment or services."

It suggests "Congress can help the industry develop the will to modernize—or force it to do so."

The UTC feels that the transportation industry's ills could be cured by legislation calling for mandatory settlement of labor disputes and a prohibition of strikes and lockouts. And the organization makes it clear that it wants compulsory settlement of not just nationwide labor disputes in transportation, but "selective," localized strikes as well.

Despite its big business membership, the UTC insists in its brochure that it "exists to pursue the interest of the consumer."

Packwood's Anti-Strike Bill Would Destroy Labor Unions

LEGISLATION AIMED AT preventing strikes in the transportation industry was introduced by Sen. Robert Packwood (R, Ore.).

This newest entry is compulsory arbitration in the worst way and it appears that its teeth are so sharp that the Nixon Administration has agreed to let the Packwood measure S.3232 take legislative precedence over the President's Emergency Strike Bill which is identified as S560.

Introducing his legislation Senator Packwood said that, "the Administration has accepted the new provisions and changes in my bill and I am pleased and gratified that they have agreed to support my bill over S560.

The Senate Labor Committee is considering this bill at the present time. President Nixon has been asking for such legislation for almost two years. Its principal proponent is Secretary of Labor James Hodgson.

Employer-minded Senators who have mobilized to co-sponsor this vicious anti-labor bill include 26 Republicans and 2 Democrats. (see box)

Packwood and his backers have said they will try to pass their bill on the Senate floor by tacking it on as an amendment to other legislation whenever a head-count of Senators present convinces them they have a chance for success.

They tried this earlier during the Senate debate over legislation aimed at halting the West Coast dock strike. At that time it very nearly sneaked through and was defeated by the narrow margin of 42 to 39.

Labor representatives from all railway organizations and all other unions and the AFL-CIO are telling lawmakers on Capitol Hill that labor will never accept any legislation providing compulsory arbitration and or destruction of the Railway Labor Act.

Since the Supreme Court has upheld selective strikes under the Railway Labor Act in 1971 Labor suggests if the Senate believes this type of legislation is necessary it should pass the Williams' bill (S832) which spells out the selective strike right.

Senator Packwood's bill differs from the Nixon Administration's legislation in several areas, notably by including the use of federal intervention in disputes that threaten regional emergencies as well as national emergencies. The Nixon bill was aimed at national emergencies only.

When employes of any railroad, airline, shipping or trucking company vote to strike, the President could use the cooling off process provided in the Taft-Hartley Act.

While the Packwood bill provides the same three-option "arsenal of weapons" the Nixon measure does, there are other significant differences within the options.

First, the President would appoint a Board of Inquiry to study and report to him on the issues causing the dispute. With that report the President could direct the Attorney General to ask any Federal District Court to issue an injunction making the strike illegal for 80 days.

Then, the President would reconvene the Board of Inquiry to attempt to mediate the dispute. If after 60 days that should not be successful, the Labor Board must conduct a vote on the employer's last offer. It would have 15 days to complete the election. If the employes should turn it down, they might be allowed to strike after the 80th day except that under the Packwood bill, the strike would still be illegal.

Under the Packwood bill, the President would have three possible options after the first 80 days are up. He could use one of the options or all of them in sequence. The options are:

Fifteen day extension—The President could extend the no-strike period for another 15 days.

Compulsory arbitration — The President could require each party to submit a final offer of settlement to the Secretary of Labor within three days. Alternative offers could also be submitted. The parties would be required to meet and bargain for the next five days with the Secretary of Labor acting as mediator.

If there is no settlement, the parties would have two days to agree on a three-member panel to select

29 U.S. SENATORS BACKING COMPULSORY ARBITRATION BILL

Here are the 28 U.S. Senators who, with U.S. Sen. Robert Packwood of Oregon, are co-sponsoring the bill that would provide compulsory arbitration of transportation disputes:

Allott (R, Colo.)
Baker (R, Tenn.)
Beall (R, Md.)
Bellmon (R, Okla.)
Bennett (R, Utah)
Brock (R, Tenn.)
Cooper (R, Ky.)
Cotton (R, N.H.)
Curtis (R, Neb.)
Dole (R, Kan.)
Dominick (R, Colo.)
Fannin (R, Ariz.)
Fong (R, Hawaii)
Eastland (D, Miss.)
Goldwater (R, Ariz.)
Griffin (R, Mich.)
Hansen (R, Wyo.)
Hruska (R, Neb.)
Jordan (R, Idaho)
McClellan (D, Ark.)
Roth (R, Del.)
Saxbe (R, Ohio)
Scott (R, Pa.)
Taft (R, Ohio)
Thurmond (R, S.C.)
Tower (R, Texas)
Weicker (R, Conn.)
Young (R, N.D.)

one of the final offers as settlement. If the parties could not agree on the three arbitrators, the President would pick them. Interested unions or competing employers could intervene to influence the Board's decision. At the end of 30 days of hearings and negotiations, the arbitrators would pick "the most reasonable" of the final offers, taking into account "the public interest and other specified factors." The panel's decision would be binding on both parties.

Partial strike — The President could appoint a board of three impartial members. They would decide within 30 days under what conditions "a partial strike" of up to 180 days could take place without imperiling the health and safety of the nation "or a substantial part thereof."

They would decide whether "a partial strike" would have sufficient economic impact to encourage agreement. The board could set the rules for partial operations during the strike. However, the board must make "reasonable efforts to assure that no greater economic burden is placed on any party than that which would be caused by a total cessation of operations."

The Packwood bill would abolish the National Mediation Board and transfer its mediation function to the Federal Mediation Service and its election duties to the National Labor Relations Board.

In the House where similar legislation is being considered, the majority in an Interstate Commerce subcommittee, where a compulsory arbitration bill sponsored by Congressman James Harvey (R., Mich.) was rejected 6 to 5 issued a statement pointing out that their vote was influenced by the Supreme Court's ruling.

"Further legislation in the area of labor relations on railroads and airlines should not be enacted at this time pending an evaluation of experience gained in the future under principles set forth in that case," the majority said.

President Chamberlain and all Grand Lodge Officers noted the members of our organization would be well advised to get busy at once and write or wire their Senators to tell them that passage of S.3232 would be a death blow to the very principles upon which the American labor movement has been built.

We also urge our retired members to make their voices heard.

Best And Walsh Appointed To Joint Committee On Apprentice Programs

ON FEBRUARY 29, 1972 PRESident Chamberlain appointed Director of Research W. D. Best and Grand Lodge Representative J. W. Walsh to represent the Signalmen on a joint committee on Apprentice Programs.

Article VII of the November 16, 1971 Agreement provides for the establishment of a joint committee consisting of equal representation of management and the organization, for the purpose of establishing broad guidelines for the use of local, carrier and organization committees in the implementation of Apprentice Programs where practical. The joint committee may call on the Bureau of Apprenticeship and Training of the Department of Labor for assistance in this connection.

The National Railway Labor Conference Chairman, William Dempsey, has appointed Mr. W. S. MacGill, assistant to the chairman and Mr. H. E. Greer, director of research, as the Conference's members on the committee.

The initial meeting of the committee was held on April 19 in Washington, D.C.

Illinois Passes Legislation Covering Track Motor Cars

THE STATE OF ILLINOIS RECENTLY PASSED LEGISLATION covering all track motor cars operating in that state. The law became effective on January 1, 1972.

Commenting on the law, President Chamberlain urged all local lodges and general committee officers to be aware of track motor cars being operated in the state of Illinois that are in violation of this law.

Chamberlain also requested any member knowing of violations of this law to advise Grand Lodge Headquarters of the violation and they will handle the complaints with the Illinois Commerce Commission, the agency responsible for enforcement.

The original law was approved on July 11, 1955 and recently amended to provide the following:

The law amends Sections 1 and 2 of an act to require every person, firm or corporation, operating or controlling any railroad running through or within the state of Illinois shall on or before January 1, 1972 equip and maintain all assigned track motor cars with:

(a) a windshield and an automatic windshield wiper for cleaning rain, snow and other moisture from the windshield, which device shall be maintained in good order and shall be so constructed as to be controlled by the operator of the track motor car; and

(b) a canopy or top with sides and rear enclosed by panels or curtains, removable or fixed, of such material and construction as to adequately protect the occupants from the rays of the sun, rain, snow or other inclement weather.

Section 2. The Illinois Commerce Commission shall enforce this act. Whoever violates this act is guilty of a misdemeanor and shall, upon conviction, be punished by a fine not exceeding $100.

This Year, It's Twice as Important

$2 in '72 for S. P. L.

Office of the

SECRETARY-TREASURER

Important Facts About Widows' Benefits Under the RRA

THE RAILROAD RETIREment Board awards annuities to the widows of insured railroad workers at age 60, or at 50-59 if the widow is totally disabled, or at any age under 60 if she has a minor or disabled child in her care. Also lump-sum and residual payments are made to widows in certain cases.

The following questions and answers deal with some of the more important factors that may affect a widow's eligibility for such benefits and how much she may be paid.

My husband and I are receiving benefits from the Board and also from Social Security. Since I am getting a wife's benefit from both agencies based on his earnings, will I also be eligible for two benefits if I become a widow?

No. All survivor benefits, including those to widows, are based on the employe's combined railroad and social security earnings and are paid by only one agency, not both. The Board pays if the employe was insured for survivor benefits under the Railroad Retirement Act by having 10 or more years of railroad service and a "current connection" with the railroad industry. In general terms, an employe had a current connection if he had at least 12 months of railroad employment during the last two and a half working years preceding his retirement or death, if that occurs first. If the employe was not insured under the Act, but was insured under the Social Security Act, his railroad credits are transferred to the Social Security Administration and the monthly survivor benefits are paid by that agency.

At age 60 I was awarded a widow's annuity from the Board, and now at age 62 I am entitled to a social security retirement benefit based on my own earnings. Can I receive both benefits?

Yes. But your railroad retirement annuity will be reduced. Most widows who are not entitled to social security benefits are paid under a special-guaranty formula that provides benefits 10 percent higher than comparable social security benefits based on the same service. However, under social security law, in effect only the higher of two benefits to the same individual is payable. As a consequence, if a widow paid under the special guaranty becomes entitled to her own social security benefit, the guaranty formula usually becomes inapplicable and her railroad retirement annuity is recomputed under the railroad survivor formula. This formula generally produces a lower amount than was payable previously under the special guaranty.

I am a widow about to apply for benefits for my 13-year-old child. Can I receive an annuity even though I am under age 60?

Yes. You may qualify for a widowed mother's annuity on the basis of caring for your minor child. A widow can also qualify for such an annuity by having in her care a child over age 18 if the child had become permanently disabled before that age.

How large an annuity can a widow receive from the Board?

The amount depends on the employe's average monthly earnings in combined railroad and social security earnings. The average amount now being awarded to widows 60 years of age or older is $137, to disabled widows (aged 50 through 59) $114, and to widowed mothers (under age 60) $157.

Does a widow's annuity continue for her lifetime?

A widow's or disabled widow's annuity ends with her death or remarriage. However, if a disabled widow aged 50-59 recovers from her disability, her benefit stops until she again becomes entitled at age 60. Similarly, a widowed mother under age 60 with children under age 18 in her care no longer receives an annuity after her last child (if not disabled) reaches 18 years of age, even though her children may continue to receive student benefits until they are 22. She too can again return to the Board's rolls at age 60 if she does not remarry.

Do a widow's earnings affect her annuity?

Yes. Like all other railroad retirement beneficiaries, a widow receives no annuity payment for any month in which she works for a railroad. The other rules on earnings are the same for most widows as for other survivors and for all social security beneficiaries. A widow under age 72 may earn up to $1,680 each year without losing any benefits. For earnings over $1,680 up to $2,880 she loses $1 in benefits for each $2 earned, and she loses $1 for each $1 earned above $2,880. She does not lose benefits under this restriction, however, for any month in which she is over age 72 or earns $140 or less. These earnings limits do not apply to disabled widows; their earnings are subject to a special review.

When my husband died, I received annuities from the Board for myself and two small children, but I did not receive a lump-sum death benefit for funeral expenses. Why not?

This occurred because an insurance lump sum is payable under the law only when an employe leaves no survivors immediately eligible for monthly benefits. In this respect, railroad survivor benefits differ from those paid under the social security system.

I was recently awarded a widow's annuity, but no monthly payments could be made because my earnings are too high. Can I get a lump-sum benefit?

If the annuities you receive for the first year after your husband's

death total less than the amount of the insurance lump sum, the Board will pay the difference to you as a deferred lump sum. If you receive no monthly benefits during that year, the entire lump sum will be payable to you.

About how much is the insurance lump-sum benefit?

The average lump-sum payment is now $712, and the maximum possible at the present time is $1,088. This compares with a $255 maximum under the social security system.

What is the residual lump-sum death payment?

The residual payment provisions in the Railroad Retirement Act represent a guaranty that a railroad employe or his family will receive at least as much in benefits as he paid in railroad taxes. The residual benefit is in effect a return of the employe's taxes plus an allowance in lieu of interest *less* the sum of all survivor benefits and any retirement benefits attributable to his rail earnings. The employe can designate the person he wants to receive any residual that may become due. If he does not do so, the payment is made to his widow, children, grandchildren, parents, brothers and sisters, or to his estate, in that order. If a widow is not entitled to monthly benefits upon her husband's death, but is potentially entitled to future benefits, she may choose to receive the residual payment immediately instead of the monthly benefits.

At what point does a widow make this choice if a residual may be payable?

If benefits already paid have not exceeded an employe's taxes, his widow, if under age 60, can waive her right to a future widow's annuity based on her husband's combined railroad and social security credits in order to receive the residual payment immediately. By electing this residual, she does not give up her right to any future widow's benefit she may become entitled to based on the employe's social security credits alone.

How much does the residual payment generally amount to?

Currently the average residual payment is about $3,800, but individual payments range from only a few dollars to as much as $11,000.

Would I be better off to wait for my widow's annuity at age 60 or to elect the residual payment now?

There can be no "yes" or "no" answer to this question that would fit every case. The best thing to do is to visit your nearest Board office and get all the facts you will need to make an informed decision.

Railroaders with more questions on this subject or questions about other railroad retirement matters should contact their local Railroad Retirement Board office. You can find the address and telephone number in the telephone directory under U.S. Government, Railroad Retirement Board, or by asking at your post office.

Live A Little Longer

Have family troubles?

By Dr. William A. Sawyer
IAMAW Medical Consultant

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THE FOLLOWING STORY has interested me greatly. I pass it on because it tells how people may get help from some of the 250 Family Service Societies located in different communities of the United States and Canada. These societies are non-profit agencies usually supported by Community Chest or United Fund. Their job is to help people work out solutions to personal, family and financial problems. Their trained and skilled counselors offer valuable and confidential consultations to those in real trouble.

Mrs. Dee was discouraged and depressed. She entered reluctantly the office of the Family Service Society one rainy afternoon. Why should they want to help her? She was living with her daughter and son-in-law. He had a good job but resented giving her support.

She hadn't worked in a long time. No one understood why she couldn't work. Can you work when you can't sleep at night? When you have pains in your legs? When you are discouraged and nothing seems to matter? She was 53 years old and felt unwanted. What could anyone do about that?

New beginning

She was visiting the Family Service Society because someone had recommended it, but she knew there was little use. She raised her daughter from the time she was five, without help from anyone. But that didn't count anymore. Now she was old and unattractive and no one cared.

"If we helped you get some new clothes, Mrs. Dee, would life seem better? Do you think that would help answer the problem?" asked the counselor.

That was the beginning. Gradually, Mrs. Dee expressed her resentment at a world that seemed cruel and unfeeling. Slowly, as she unburdened her feelings and expressed her anger and found that maybe someone did care, she felt a little better.

More than that, she began to see that maybe her own attitudes had something to do with the attitudes of other people toward her. It surprised Mrs. Dee that the counselor seemed to think that she was a worthwhile person. The counselor liked and respected her. Somehow, that seemed to help her like and respect herself.

It was some time before Mrs. Dee decided to move out of her daughter's home, to find a small apartment and a job and to make a life of her own. It was not smooth sailing.

It was not easy to find a job. Sometimes, the two forces within her struggled painfully. One said, "Give up, no one cares anyway." The other said, "How good it would be to lift up my head again. I really care." Not once but many times her old fighting spirit came through. She began to renew old acquaintances. Friends seemed glad to see her.

On her own

Gradually Mrs. Dee tapered off her visits to the counselor. Occasionally she dropped in when all was not going well. "You are always so calm," said Mrs. Dee, "I know you can't always tell me what to do, but it helps to talk it over. Then I seem to know what to do."

The last time she said, "Do you know of any club I can join? I know it seems foolish for a woman my age, but men once liked me."

Do you know of any Mrs. Dees who are living out their years on the ragged edge of despair? If so, send them to a Family Society. There is usually some group or someone in your area that cares.

Status of Disputes Submitted by Signalmen to Third Division National Railroad Adjustment Board

DOCKET NO.	RAILROAD	SUBJECT OF DISPUTE	NOTICE DATED	STATUS AS OF 2-29-72
SG-14642	CRI&P	Gang #8—line work	12-19-63	Assigned to Referee Cull
SG-14742	SP(PL)	Hill—air compressors	12-18-63	Assigned to Referee Mesigh
SG-15411	B&OCT	Mazurowski et al—track indicator	12-15-64	Assigned to Referee Ritter
SG-15413	B&O	Akron-Chicago Div.—hot box detectors	12-21-64	Assigned to Referee Ritter
SG-15444	SP(PL)	Hill—air compressors	12-15-64	Assigned to Referee Cull
SG-15848	PC-NYC	Gang B—car inspection signals	7-28-65	Assigned to Referee Ritter
SG-15912	A&S	Signal employees—electrical work	10-25-65	Assigned to Referee Cull
SG-15982	SP(PL)	Johnson et al—switch heaters	10-5-65	Assigned to Referee Cull
SG-16007	C&O(CD)	McComas et al—trouble call	2-15-66	Assigned to Referee Cull
SG-16204	SP(PL)	Lambert et al—car retarders	1-11-66	Assigned to Referee Cull
SG-16308	SP(PL)	Rasco et al—handling material	2-23-66	Awaiting referee assignment
SG-16437	SP(PL)	Barber & Trojan—engine washer	5-4-66	Awaiting referee assignment
SG-16479	SP(PL)	Barber et al—engine washer	5-24-66	Awaiting referee assignment
SG-16480	CRI&P	Daniel—trouble call	5-25-66	Awaiting referee assignment
SG-16529	SP(PL)	Rasco—hot box detector	6-8-66	Awaiting referee assignment
SG-16623	SP(PL)	Hanson—air compressor	7-27-66	Awaiting referee assignment
SG-16646	SP(PL)	Crumley—earth work	8-2-66	Awaiting referee assignment
SG-16745	C&O(CD)	Graham—trouble call	1-16-67	Awaiting referee assignment
SG-16749	SP(PL)	Anderson et al—switch heaters	9-20-66	Awaiting referee assignment
SG-16858	B&O	Hanlon et al—control machine, etc.	2-13-67	Awaiting referee assignment
SG-16877	SP(PL)	DeMoll et al—switch heaters	11-21-66	Awaiting referee assignment
SG-16896	SP(PL)	Turner et al—switch heaters	1-18-67	Awaiting referee assignment
SG-16901	SP(PL)	White et al—switch heaters	1-18-67	Awaiting referee assignment
SG-16908	B&O	Cirilli et al—carrier equipment	2-21-67	Awaiting referee assignment
SG-17155	SP(PL)	Nisle—switch heaters	4-12-67	Awaiting referee assignment
SG-17156	SP(PL)	Fraga et al—switch heaters	4-12-67	Awaiting referee assignment
SG-17169	C&O(CD)	Perrow et al—CTC work	8-16-67	Awaiting referee assignment
SG-17296	SP(PL)	White et al—switch heaters	6-19-67	Awaiting referee assignment
SG-17297	SP(PL)	White et al—switch heaters	6-19-67	Awaiting referee assignment
SG-17351	Union RR	Freidhof & Hays—insulated joints	11-22-67	Awaiting referee assignment
SG-17363	C&O(CD)	Cunningham—line work	11-6-67	Awaiting referee assignment
SG-17469	B&O	Cowgill et al—car retarder	11-15-67	Awaiting referee assignment
SG-17490	C&O(CD)	McDaniel & Watson—trouble call	1-12-68	Awaiting referee assignment
SG-17502	NP	Leonard & Michael—power supply	12-27-67	Awaiting referee assignment
SG-17549	SP(PL)	Davis—in motion scales	10-16-67	Awaiting referee assignment
SG-17582	SP(PL)	Tankersly et al—slide fence	11-14-67	Awaiting referee assignment
SG-17589	NP	Young et al—power supply	1-17-68	Awaiting referee assignment
SG-17641	SP(PL)	Bradley & Sidwell—direction detector	1-12-68	Awaiting referee assignment
SG-17642	SP(PL)	Dixon—high load detector	1-12-68	Awaiting referee assignment
SG-17698	AT&SF	Shilling et al—switch heaters	1-8-68	Awaiting referee assignment
SG-17877	SP(PL)	Yandell—hot box detector	4-24-68	Alleged third party involved
SG-17878	SP(PL)	Crumley—hot box detector	4-24-68	Alleged third party involved
SG-18043	C&O(CD)	Nealis et al—seniority lines	9-24-68	Awaiting referee assignment
SG-18078	SooLine	Hedican—thermo scanner	8-23-68	Awaiting referee assignment
SG-18147	SP(PL)	Fraga et al—switch heaters	10-30-68	Alleged third party involved
SG-18173	C&O(CD)	Sharfenberger et al—switch heaters	12-18-68	Awaiting referee assignment
SG-18312	C&O(CD)	Sharfenberger et al—switch heaters	4-8-69	Awaiting referee assignment
SG-18407	E L	Kishbaugh et al—electrical work	4-22-69	Awaiting referee assignment
SG-18547	LV	Robbins et al—line work	8-20-69	Awaiting referee assignment

SG-18587	L&N	Huddleson—ACI	9-23-69	Awaiting referee assignment
SG-18684	C&O(PM)	Brady et al—crossing signal work	2-27-70	Awaiting referee assignment
SG-18736	AA	Harris—annunciators	12-30-69	Awaiting referee assignment
SG-18746	SooLine	Johnson—thermo scanner	3-20-70	Awaiting referee assignment
SG-18918	N&W (NYC&StL)	Ladd & Noirot—switch heaters	4-15-70	Awaiting referee assignment
SG-18965	N&W (NYC&StL)	Harshbarger—work given to others	5-22-70	Awaiting referee assignment
SG-18981	WM	Horning—not called	7-31-70	Awaiting referee assignment
SG-19013	SP(PL)	Anson et al—8 hours pay	6-30-70	Alleged third party involved
SG-19020	LV	Robbins et al—day's pay	7-29-70	Assigned to Referee Franden
SG-19021	CMStP&P	Tocke—expenses	6-30-70	Assigned to Referee Franden
SG-19022	LV	Schmidinger et al—2 day's pay	7-29-70	Assigned to Referee Franden
SG-19044	SCL	Garrett—OT pay	8-19-70	Assigned to Referee Franden
SG-19048	DUT	Miller—call pay	10-28-70	Awaiting referee assignment
SG-19108	SCL	Alexander—handling signal material	8-31-70	Assigned to Referee Franden
SG-19109	AT&SF	Floyd et al—ACI	9-28-70	Awaiting referee assignment
SG-19134	SP(PL)	Treon—train graph	9-18-70	Alleged third party involved
SG-19149	Clinchfield	Miller—insulated rail joints	11-30-70	Awaiting referee assignment
SG-19151	E L	Spence—discipline	9-30-70	Assigned to Referee Hayes
SG-19157	CRI&P	Gang #1—signal work contracted	9-15-70	Assigned to Referee Franden
SG-19163	LI	Ackley—awarded position	10-6-70	Assigned to Referee Ritter
SG-19165	KCT	Dollard et al—back pay	10-9-70	Assigned to Referee Ritter
SG-19166	MP	Irby—overtime pay	10-9-70	Awaiting referee assignment
SG-19189	L&N	Phillips—not called	12-22-70	Assigned to Referee Franden
SG-19191	PC-NYC	Pollard—qualification	10-23-70	Assigned to Referee Hayes
SG-19194	PC-NYC	Campbell et al—work contracted	10-30-70	Assigned to Referee Hayes
SG-19195	PC-NYC	Birman—difference in rate	10-30-70	Assigned to Referee Hayes
SG-19196	PC-NYC	Quada et al—work contracted	10-30-70	Assigned to Referee Hayes
SG-19197	PC-NYC	Seniority districts	10-30-70	Assigned to Referee Hayes
SG-19198	KCS	Souther—work contracted	10-30-70	Assigned to Referee Ritter
SG-19202	PC-PRR	Rush—seniority rights	10-26-70	Assigned to Referee Hayes
SG-19228	CMStP&P	Retzlaff—call pay	11-20-70	Assigned to Referee O'Brien
SG-19229	CMStP&P	Kreye et al—free transportation	11-16-70	Assigned to Referee O'Brien
SG-19234	PC-NYC	Nolen & Kelly—work week reduced	11-23-70	Assigned to Referee Ritter
SG-19238	E L	Tegler—held out of service	11-23-70	Assigned to Referee O'Brien
SG-19252	SP(PL)	Yancey—not called	11-30-70	Assigned to Referee Ritter
SG-19272	B&O	Mauthe et al—work on switch heaters	1-11-71	Awaiting referee assignment
SG-19286	LI	Martin—right to be called	2-19-71	Assigned to Referee O'Brien
SG-19289	D&RGW	Thomas—official performed foreman's duties	1-22-71	Awaiting referee assignment
SG-19290	PC-NYC	Ference—6 days' pay—clear personal record	12-20-70	Assigned to Referee O'Brien
SG-19291	E L	Bryant et al—work contracted	12-22-70	Awaiting referee assignment
SG-19305	C&O(CD)	Parr et al—expenses	12-29-70	Assigned to Referee O'Brien
SG-19306	BN(GN)	Wisemore et al—pole line work	1-29-71	Assigned to Referee O'Brien
SG-19307	B&O	LaCava—others performed signal work	1-29-71	Awaiting referee assignment
SG-19332	N&W	Rettinger—held from service	1-13-71	Awaiting referee assignment
SG-19343	SP(PE)	Easterman et al—others performed signal work	1-19-71	Awaiting referee assignment
SG-19353	CMStP&P	Lennon—others performed signal work	1-22-71	Awaiting referee assignment
SG-19360	A&WP WRy of Ala	Collins—auto expense	1-29-71	Assigned to Referee Ritter
SG-19374	DUT	Persichetti—improperly assigned and paid	1-29-71	Awaiting referee assignment
SG-19375	DUT	Miller—position improperly abolished	1-29-71	Awaiting referee assignment
SG-19376	SP(PL)	Gaston—held off assignment	1-29-71	Awaiting referee assignment
SG-19387	B&OCT	Chicago Div. Emps.—pay for work on B&O	6-29-71	Awaiting referee assignment
SG-19388	Clinchfield	Wiggs et al—signal work performed by others	2-26-71	Awaiting referee assignment
SG-19389	PC-NYNH&H	Sarpu et al—overtime pay	2-26-71	Awaiting referee assignment
SG-19392	PC-NYC	Downour—auto cost	2-26-71	Awaiting referee assignment
SG-19393	N&W (NYC&StL)	Neff et al—qualify operators	2-26-71	Awaiting referee assignment

SG-19394	SCL	Baldwin et al—signal work performed by others	2-26-71	Awaiting referee assignment
SG-19395	BN(NP)	Gover et al—signal work performed by others	2-26-71	Awaiting referee assignment
SG-19396	SP(PL)	Walker—difference in rate	4-28-71	Awaiting referee assignment
SG-19419	SP(PL)	Wees—right to work on rest days	3-16-71	Awaiting referee assignment
SG-19420	SP(PL)	Walker—difference in rate	3-16-71	Awaiting referee assignment
SG-19426	SP(PL)	Blanchette & Farley—expenses	3-12-71	Awaiting referee assignment
SG-19427	MP	Irby—overtime pay	3-12-71	Awaiting referee assignment
SG-19428	PC-B&A	Tarte—preference to call	3-12-71	Awaiting referee assignment
SG-19441	C&O(CD)	Harlow—expenses	4-26-71	Awaiting referee assignment
SG-19442	C&O(CD)	Boyd et al—expenses	3-26-71	Awaiting referee assignment
SG-19443	LI	Ryan—communication work performed by others	4-26-71	Awaiting referee assignment
SG-19448	L&N	Cheatwood—signal work performed by others	4-27-71	Awaiting referee assignment
SG-19449	L&N	Cheatwood—signal work performed by others	4-27-71	Awaiting referee assignment
SG-19460	SP(PL)	D'Amico—signal work performed by others	5-12-71	Awaiting rebuttals
SG-19461	HB&T	Baxley et al—pay for holiday work	7-13-71	Awaiting referee assignment
SG-19477	B&O	Conroy—reinstatement	4-27-71	Assigned to Referee Cull
SG-19478	L&N	Phillips—preference to overtime work	4-27-71	Awaiting referee assignment
SG-19479	PC-B&A	Kie—preference to overtime work	4-27-71	Awaiting rebuttals
SG-19487	PC-NYC	Kiernan & Jaccino—pay account improper assignments	4-26-71	Awaiting referee assignment
SG-19491	SP(PL)	Blanchette & Ashcraft—expenses	5-12-71	Awaiting rebuttals
SG-19496	C&O(PM)	Brady—reinstatement	8-16-71	Awaiting referee assignment
SG-19503	BN(NP)	Glover et al—signal work performed by others	5-28-71	Awaiting rebuttals
SG-19504	PC-PRR	Foley & McGregor—pay account improper suspension	5-25-71	Awaiting rebuttals
SG-19505	D&RGW	Tunno—signal work performed by others	5-28-71	Awaiting rebuttals
SG-19527	IC	Henry & Hirte—required to perform work of other craft	6-22-71	Awaiting rebuttals
SG-19528	IC	D'Arcy—right to overtime work	6-21-71	Awaiting rebuttals
SG-19529	SP(PL)	Perry et al—difference in rates of pay	6-25-71	Awaiting rebuttals
SG-19530	CMStP&P	Schmeling et al—expenses	6-29-71	Awaiting rebuttals
SG-19531	CMStP&P	Schmeling et al—expenses	6-29-71	Awaiting rebuttals
SG-19532	N&W(Wab)	Little—signal work performed by others	6-22-71	Awaiting rebuttals
SG-19536	CMStP&P	Position improperly filled	6-30-71	Awaiting rebuttals
SG-19540	CMStP&P	Entwistle—expenses	6-29-71	Awaiting rebuttals
SG-19551	L&N	Gang #9—pay for meal period	7-30-71	Awaiting rebuttals
SG-19558	PC-NYC	Brown & Hillman—pay for minimum call	7-13-71	Awaiting rebuttals
SG-19559	WM	Horning & Pennington—signal work performed by others	7-16-71	Awaiting rebuttals
SG-19569	C&NW	Jacobson—clear record	10-12-71	Awaiting rebuttals
SG-19574	C&O(CD)	Clark & Cotcamp—signal work performed by others	7-30-71	Alleged third party involved
SG-19577	C&O(CD)	Boyd et al—expenses	7-30-71	Awaiting rebuttals
SG-19582	N&W(Vgn)	Lewis—additional compensation	8-13-71	Awaiting rebuttals
SG-19584	L&N	Gang #12—signal work performed by others	8-13-71	Alleged third party involved
SG-19594	C&NW	Radl—clear record	11-16-71	Awaiting rebuttals
SG-19595	PC-NYNH&H	Tarasevich—16½ hours overtime	8-17-71	Awaiting rebuttals
SG-19603	C of Ga	Jones et al—signal work performed by others	8-25-71	Awaiting rebuttals
SG-19616	PC-NYNH&H	Looby—reinstatement	8-30-71	Awaiting rebuttals
SG-19617	LV	Jewel & Allardyce—expenses	8-30-71	Awaiting rebuttals
SG-19625	C&EI	Deason & Hyde—improperly compensated	12-14-71	Awaiting rebuttals
SG-19629	UP	Johnson—difference in rates of pay	9-15-71	Awaiting rebuttals

Color Prints of Nostalgic Painting Available

ARTIST JON RIGSBY DESCRIBED TO THE Journal how he became interested in the subject in his print, "The Lamplighter." This print is available in a limited edition to signalmen and their friends.

Artist Rigsby tells about meeting the lampman in his home town of Evansville, Indiana. Jon had the following to say:

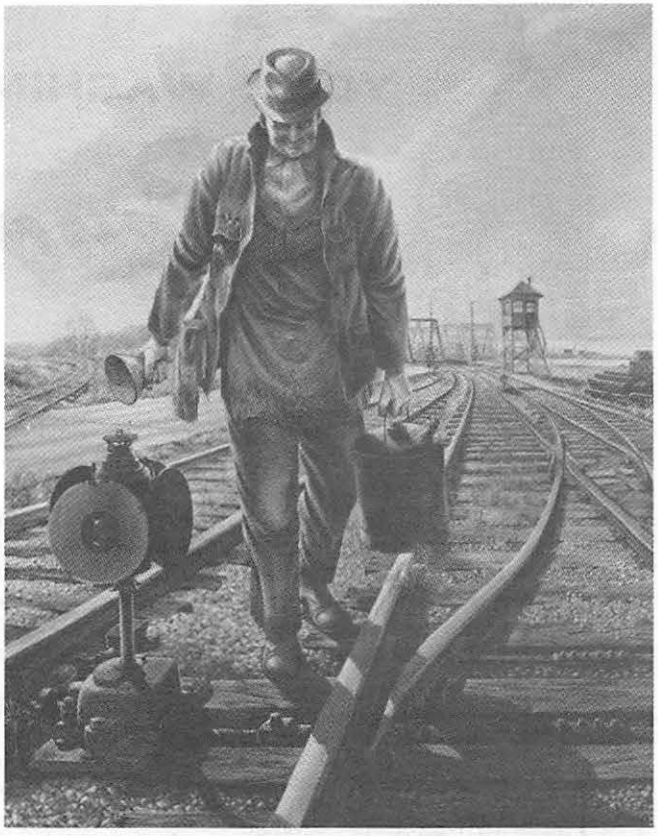
"As an artist, I find myself frequently staring at people and things. This happens all the time, not just when I have a brush in my hand, but wherever I see something of interest. This is how the 'Lamplighter' was born.

"My daily trip to work was along the stretch of railroad track following on one side the Ohio River and on the other a highway, a lonely stretch of track with nothing to break the monotony for several miles. Once or twice a week I would see this man in his blue overalls, carrying a funnel and a 5 gallon can. I really did not know at the time just what his job was, but once my artistic sense was aroused it did not take long to find out. I knew there was a painting in this scene: early morning mist, lonely stretch of rails, city background, and the very human element of this man, gave me everything I needed.

"There followed weeks of studying and making detailed sketches of the more intricate elements in the painting. Not knowing much about the details of switches, etc., I really was amazed that I was able to complete this painting as accurately as I did. Before starting on the canvas I decided this would make an ideal Post cover and that was the size I decided on. However, before the painting was completed, Post changed their format and went to photographic covers.

"It was this that caused me to think of the series of 'The Vanishing American.' It seemed so very appropriate to name him the 'Lamplighter' since to most laymen this is what he was doing. This particular lamplighter has become a vanishing American in my time, for he no longer walks this stretch of rails. All the switches in this area are now electrically operated, the signal tower is razed, and I miss my old friend who only remains for me, in this painting.

"I enjoyed painting this picture, I learned a lot, experienced much, and am satisfied with the result, but the most rewarding thing to me are the comments and appreciation given to this work from people of all walks of life and from all over the nation. This is one time that my staring made for me a very rewarding occasion. Thanks to each and every signalman who has shown an interest in, and enjoyed, 'The Lamplighter' since you are what this painting is all about."



These limited edition prints measure 19x24 inches and sell for $12.50 including mailing. The prints will be signed, the first 500 will be numbered as they come off the press, and all will be stamped to guarantee authenticity.

Prints may be ordered from The Signalman's Journal, 2247 Lawrence Avenue, Chicago, Illinois 60625, making checks payable to Jamari Studio.

The National Transportation Safety Board

(cont'd. from page 59)

The headquarters of the Board is in Washington, D.C., backed up by ten small investigative field offices around the country, including one in Alaska.

* * *

If one of the smallest Federal agencies, only operating since 1967, can recognize the need and value of signal systems and the need for strict rules, standards and instructions for railroads, why can't our railroad officials and signal officers recognize these facts also? Their repeated requests for relaxation of rules and requests to do away with signal systems, that afford the maximum protection at minimum cost, can only serve to harm the nation's railroad system.

It is also important that the Federal Railroad Administration and the Bureau of Railroad Safety realize the value of the Safety Board's report and take the necessary action to implement the recommendations. History has proven the RS&I rules are essential to the safe and efficient operation of trains, and the Railroad Safety Act of 1970 has given the Secretary of Transportation the opportunity to create definite standards.

The Union Label

Buy union made goods and support the employment of union labor.

Tools

Under the new OSHA Act, employers are responsible for assuring that the tools an employe uses on the job are in good operating condition, regardless of whether they are furnished by the employer or employe.

YOUR WASHINGTON Reporter

By R. E. Porter

RAIL NATIONALIZATION AS an issue keeps bobbing up, despite many efforts to keep it down. Lately, there have been new flurries over the issue and new outbursts of rhetorical flak, pro and con.

The nationalization question has been reported and debated in the columns of newspapers and magazines; viewed with alarm in the halls of Congress; elicited comments from Presidential aspirants; aroused words of warnings from Administration officials, and stirred agitation from other quarters. Here are some of the more recent developments on the nationalization front:

John R. Ingram, head of the Federal Railroad Administration, spoke before meetings of rail labor chiefs and cautioned anew against public ownership of the railroads.

"We do not consider the much-publicized nationalization 'solution' any solution at all to the problems of the railroads," Ingram said. He argued that neither employes nor rail service would benefit from any form of government ownership.

Also, he minimized a study prepared for the Department of Transportation on the question of nationalization, which got a lot of publicity lately. The study had been kept under wraps, but was finally included in material submitted by the DOT to the Senate Surface Transportation subcommittee, which held hearings on problems of the railroad industry.

The study analyzed the nationalized railroads of other lands, and concluded that most of those in Europe were working well; in Latin America not so well. Further, the paper said U.S. railroads "are not outstanding performers as private enterprises" and "have not shown outstanding administrative accomplishment in comparison with the nationalized systems of leading industrial countries."

Ingram downgraded the study "as never intended to be an exhaustive analysis of the nationalization question nor even a Departmental position paper." It was, he said, an "academic review and nothing more."

He rejoiced, however, in the fact that the paper, even while handing some bouquets to nationalization abroad, "did point out that nationalization is not the answer to the railroads' problems" in the U.S. Actually, the paper, while saying there is "presently no major demand for rail nationalization" in America, advised that "the status of nationalization as an alternative policy should be explored."

Ingram, commenting further on the question, declared that "repudiation of nationalization as a solution does not take away the (railroad) problem." He contended that the solution is to be found in measures submitted by the Administration to Congress.

These would free railroads from much of the regulation now governing them; give them more flexibility in setting rates; let them abandon lightly-used trackage; provide federal loan guarantees to expand and upgrade rolling stock, and curb local and state discriminatory taxes levied on the carriers.

Some program like this, Ingram argued, is needed to "restore to this country a strong, privately-owned railroad industry." Rail unions, however, have not been sold on this particular solution.

* * *

Meantime, Ingram's "boss" — John A. Volpe, head of the Department of Transportation—spelled out the conditions under which nationalization might be recommended. Answering a question put to him by Railway Age magazine, he said:

"If the federal support needed to keep the nation's railroads out of bankruptcy were to become so onerous that it approached the cost of nationalization, then, I would think, the Department as a servant of the taxpayers would be compelled to consider nationalization. But such a circumstance is a real long shot."

* * *

Five contenders for the Presidential nomination of their parties—four Democratic and one Republican—recently gave their views on rail nationalization to Railway Age.

Sen. Hubert Humphrey (Minn.) asserted that nationalization "would be highly undesirable, although that seems to be the direction in which we are tending." He suggested legislation to help strengthen the private railroads.

Sen. Henry Jackson (Wash.) expressed opposition to nationalization, viewing it as "bad for labor, business and the country as a whole." Nonetheless, he saw the possibility that the government "could be forced to step in and run" the bankrupt Penn Central, rather than permit it to shut down.

Sen Vance Hartke (Ind.), chairman of the Senate Surface Transportation subcommittee, said nationalization is neither "desirable or inevitable under present conditions," but he voiced concern that a

"I told ya I was bringing my shovel to the next company pep talk—You know it gets pretty deep in there!"

collapse of the Penn Central would lead to "expanded government involvement."

Rep. Paul McCloskey (Calif.), who's a Republican Presidential aspirant, contended that "nationalization would not solve" problems of the rails. He advocated adoption of legislation to aid the railroads as private entities.

* * *

By contrast with the Presidential hopefuls, a leading advocate of legislation to help the railroads—Rep. Brock Adams (D., Wash.), who is a member of the House Interstate Commerce Committee—appraised nationalization as "a real, but horrifying possibility."

If nationalization comes, he added, "it will result from actions within the industry itself, not because of any government desire to own the railroads." He warned that the failures of the Penn Central and the Reading, "the shaky start of Amtrak, and the condition of many other railroads" could bring about nationalization, if constructive legislation is not enacted to thwart such possibility.

* * *

Is the Canadian system, embodying one big government-owned railroad (the Canadian National) and one big private railroad (the Canadian Pacific), a possibility for the United States?

Stephen Aug, a writer on railroad and financial topics for the Washington (D.C.) Star, sought the answer to that question when he made a study recently of Canadian railroads. He reported his findings in two articles carried by the Star.

"Transportation officials in Canada, where for half a century the government has owned the biggest rail system, say nationalization is not likely to solve the problems that continue to beset U.S. railroads," Aug wrote.

"Nonetheless, several said they feel that competition between the government-owned Canadian National and the investor-owned Canadian Pacific has spurred each into becoming more efficient, better-run systems. And discussions with these same officials belie what some U.S. railroads are telling Americans about the evils of nationalization —that government-owned railroads are poorly-managed money losers."

The fact is, Aug said, "that in some areas the Canadian National is far more innovative and more responsive to the needs of the public than is the Canadian Pacific."

Aug quoted J. W. Pickersgill, president of the Canadian Transport Commission, as saying that Canada's split situation of one large government railroad and another large private carrier is good for both.

"What makes and keeps the CN efficient is the existence of the CP," Pickersgill said. "And what keeps the CP relatively honest is the existence of the CN."

Pickersgill said further that in a government-owned corporation like the CN "nothing so scandalous" could happen as "appears to have happened in the case of one or two privately-owned railways."

Aug interpreted this as a reference to the financial scandals that came to light following the bankruptcy of the massive Penn Central.

Among other points made by Aug was that "nationalization in Canada has produced a huge system, the CN, that is well run, but which for social and political reasons must provide unprofitable and uneconomic services." These, however, "are generally conceded to be necessary."

"As Canada continues to develop, especially in the vast underpopulated northland, it is likely to be the CN that will lay the pioneering rail lines," Aug continued. That's because in the CN, Aug indicated, the country's needs come first, while in the CP profits take precedence.

New Pass Legislation Introduced In Senate

LEGISLATION, SIMILAR TO House Bill HR 11450, was introduced in the Senate recently. This legislation if passed would restore the pass privileges railroad employes and retired brothers and their dependents enjoyed prior to Amtrak taking over passenger train operation in the United States.

This legislation deserves and needs the support of every active and retired member of our organization and their families. This subject was called to the attention of Grand Lodge Officers many times in correspondence from members and the only way it can be corrected is through legislation.

According to Senator J. Caleb Boggs of Delaware, Congress never intended to take pass privileges from railroad employes, retired persons and their dependents, when it created Amtrak to run the nation's passenger trains.

Boggs says Amtrak played a dirty trick on rail employes by cancelling their lifetime passes and has introduced legislation in Congress ordering Amtrak to honor employe and retiree passes.

Boggs told the Senate there is a "rather large number" of retired rail workers in Delaware who had been promised permanent passes as part of their compensation when they were working.

In 1970, when the Amtrak legislation was being passed, "I am certain we did not anticipate it would not recognize what amounted to a contractual obligation existing between the railroads which formerly ran passenger trains and their retired employes," Boggs said.

He said Amtrak should recognize and honor the service the former employes performed. "It was certainly through no fault of theirs that Amtrak was necessary."

His amendment would change the wording of the Rail Passenger Service Act of 1970 to require honoring of the passes.

Signalmen and our retired members should write to both their Congressmen and Senators requesting their support and early passage of this important piece of legislation.

Let them know in Washington, D.C. how we feel about pass privileges and how the present Amtrak policy is unjust to railroad families.

Write today.

Compulsory Arbitration Legislation Gains Momentum In This Session Of Congress

FREE COLLECTIVE BARgaining and freedom itself face a serious and direct challenge.

This challenge is not in the form of a high school debate topic, as it was in 1965-66. This time, the threat is real.

At this moment Congress is considering several bills which would deny workers the right to strike and force them to work under conditions dictated by the government.

The immediate target of the Nixon Administration and some shortsighted alarmists in Congress are workers in the transportation industry—railroads, longshore, airlines, maritime and trucking.

The general target, however, is the right of free men to join together and take economic action to improve the conditions under which they work. Sponsors of these bills don't intend to stop with transportation workers; some of them propose a study of compulsory arbitration in other industries.

Stripped of its public relations title—"The Crippling Strikes Prevention Act"—the Administration proposal is little more than an untested, unproven and untried form of compulsory arbitration, backed with the governmental clout of a denial of the right to strike.

Once this nation starts down the path of compulsion as a way of life, it will not stop with workers. The history of every dictatorship proves that once a government is allowed to compel workers to labor against their will, it inevitably uses the weapon of compulsion against employers and, ultimately, against all citizens.

What the Legislation Would Do

Basically, the compulsory arbitration proposal would undercut collective bargaining and substitute for it a system of forced settlement with the fancy name of "final offer selection."

Strikes would be outlawed. An arbitration panel, appointed by the President or the Secretary of Labor, would be required to choose between the final offers made by management and the union. Nothing could be changed about the offer that is selected—either the whole proposal is accepted or it is rejected. The selected offer would, in effect, become the contract between the company and the union; as such, it would have the force of law.

By banning strikes this proposal would destroy the effectiveness of collective bargaining. One party to a dispute or the other will realize that compulsory arbitration will work to its advantage. The built-in incentive, therefore, is not to bargain at all. Thus a "take-it-or-leave-it" approach rather than the collective bargaining would be rewarded.

These compulsory arbitration proposals would change the national emergency disputes provisions of the Railway Labor Act and Taft-Hartley Act.

Railroads and airlines, now covered by special legislation tailored to those industries, would be brought under the coverage of the national emergency provisions of the Taft-Hartley Act. The considerations which led Congress to deal separately with these industries have not changed. There is no justification, either, for imposing special emergency procedures on the maritime, longshore and trucking industries.

In view of the unfortunately small percentage of shipments that are carried in American flag ships and of the further unfortunate fact that the Supreme Court has ruled that the Taft-Hartley Act does not apply to American "flag of convenience" ships, it is quite apparent that a maritime strike is not going to create a "national emergency" under the Administration proposal.

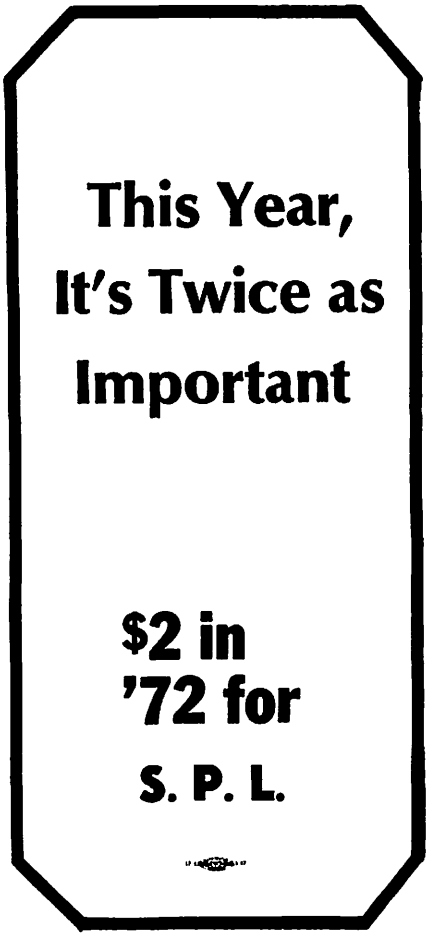
The inclusion of the longshoring industry for special treatment is likewise curious. A 1970 study sponsored by the then Secretary of Labor George Shultz, who is presently President Nixon's chief economic advisor on domestic affairs, concluded that there had been "minimal" economic damage from past longshore strikes, and that their effects had been much exaggerated.

And there is no reason to subject trucking labor relations to special coercive procedures, for no Administration has ever found it necessary even to seek an 80-day Taft-Hartley injunction in that industry.

The AFL-CIO Position

The AFL-CIO is opposed to any form of compulsory arbitration which would force an employe to work for the profit of his employer on terms dictated by the government.

On the other hand, organized labor wholeheartedly supports the



concept of voluntary arbitration, where the parties jointly agree to accept an umpire's decision as final and binding.

The difference between the words "voluntary" and "compulsory" is the difference between freedom and its denial.

While the compulsory arbitration measures currently pending in the Congress are limited to transportation, there is little doubt that these restrictions on workers' rights—if they are enacted—would be extended to other industries.

What You Can Do

All union members are threatened by the compulsory arbitration legislation now being considered by the Congress.

Union members don't like strikes. No one does. But free workers—if they are to be free—must have the right to strike.

Write your congressmen and senators today. Tell them that under the terms of any of the compulsory arbitration legislation now being considered in Congress, that free collective bargaining will end—for all an employer has to do is say "no" and the government will set the terms of your contract and prohibit you from striking. Tell your representatives that freedom is on the line. Tell them that if America is to be free, then the workers must be free.

American workers must never surrender their rights as free men. Compulsory arbitration, in any form, is a denial of the rights of free men.

Protect your freedom. Write immediately.

The Members of House Interstate and Foreign Commerce Committee are

DEMOCRATS

1. Harley O. Staggers, chairman, West Virginia
2. Torbett H. Macdonald, Mass.
3. John Jarman, Oklahoma
4. John E. Moss, California
5. John D. Dingell, Michigan
6. Paul G. Rogers, Florida
7. Lionel Van Deerlin, Calif.
8. J. J. Pickle, Texas
9. Fred B. Rooney, Pa.
10. John M. Murphy, New York
11. David E. Satterfield III, Va.
12. Brock Adams, Washington
13. Ray Blanton, Tennessee
14. W. S. (Bill) Stuckey, Ga.
15. Peter N. Kyros, Maine
16. Bob Eckhardt, Texas
17. Robert O. Tiernan, R.I.
18. Richardson Preyer, N.C.
19. Bertram Podell, N.Y.
20. Henry Helstoski, N.J.
21. James W. Symington, Mo.
22. Charles J. Carney, Ohio
23. Ralph Metcalfe, Ill.
24. Goodloe E. Byron, Md.
25. Wm. R. Roy, Kansas

REPUBLICANS

1. William L. Springer, Ill.
2. Samuel L. Devine, Ohio
3. Ancher Nelsen, Minn.
4. Hastings Keith, Mass.
5. James T. Broyhill, N.C.
6. James Harvey, Mich.
7. Tim Lee Carter, Ky.
8. Clarence J. Brown, Jr., Ohio
9. Dan Kuykendall, Tenn.
10. Joe Skubitz, Kans.
11. S. Fletcher Thompson, Ga.
12. James F. Hastings, N.Y.
13. John G. Schmitz, Calif.
14. James M. Collins, Tex.
15. Louis Frey Jr., Fla.
16. John H. Ware III, Pa.
17. John Y. McCollister, Neb.
18. Richard G. Shoup, Mont.

The Members of Senate Labor and Public Welfare are

DEMOCRATS

1. Harrison A. Williams, Jr., chairman, N.J.
2. Jennings Randolph, W. Va.
3. Claiborne Pell, R.I.
4. Edward M. Kennedy, Mass.
5. Gaylord Nelson, Wis.
6. Walter F. Mondale, Minn.
7. Thomas F. Eagleton, Mo.
8. Alan Cranston, Calif.
9. Harold E. Hughes, Iowa
10. Adlai E. Stevenson III, Ill.

REPUBLICANS

1. Jacob K. Javits, N.Y.
2. Peter H. Dominick, Colo.
3. Richard S. Schweiker, Pa.
4. Robert W. Packwood, Ore.
5. Robert A. Taft Jr., Ohio
6. J. Glenn Beall Jr., Md.
7. Robt. T. Stafford, Vt.

news from Canada

THE ANNUAL MEMORANdum of the Canadian Labour Congress was presented to the Prime Minister and members of the Cabinet in the Railway Committee Room of the House of Commons on Monday, March 6.

The 18,000-word document covered various aspects of the submission:

Unemployment

The CLC predicting a continuing high rate of unemployment placed primary responsibility for the lack of work in Canada on the shoulders of the government.

The submission said:

"While 1972 should show some improvement, it is, unfortunately, already inevitable that we are in for another year of very high unemployment. Unhappily, the mistakes of the past cannot be undone by waving a magic wand. But even more important is the fact that we still do not have an all-out commitment to wipe out the causes of unemployment."

The CLC, terming 1971 "a year of disaster," quoted unemployment figures and drew particular attention to the high rates which prevailed in the Atlantic provinces and Quebec. Emphasis was also placed on the impact of unemployment on young people and the inevitable frustrations resulting.

One aspect of unemployment frequently overlooked was the duration as applied to individuals, the Congress said, explaining: "During 1971, when the monthly average of unemployed totalled 552,000, 40 percent, or 219,000, were unemployed over a period of four or more months."

Canada had gained a bad reputation abroad with its unemployment rate consistently higher than that of the United Kingdom, France, Italy, West Germany, Sweden, Japan, and, until recently, the United States.

The memorandun continued:

"The answer to the question of why we have sustained higher levels of unemployment than other countries is not hard to come by. They have given top priority to full employment policies while we have not."

Social Legislation

The CLC renewed its support for a guaranteed income but took issue with the Croll Poverty Committee proposal that the guarantee be set at 70 percent of what was regarded as the poverty line and that single persons under 40 be excluded. An all-out attack on poverty should include increased expenditures on low-income housing, greater emphasis on medical services, manpower and training programmes based on a realistic assessment of manpower needs and a more equitable system of taxation.

It was suggested that the present $80 old age pension be raised to $100 and be made payable at 60 years. The escalation feature to provide adjustments in line with living cost increases should be restored and more closely related to actual living costs.

The CLC had favorable comments on a number of aspects of the government's housing programmes but said much more was needed, adding:

"Despite the encouraging increase in the production of public and other forms of low income housing units during the past three years, the number of families condemned to live in substandard housing in this country is still appalling. This situation will require an intensification of the effort to increase the production of housing units for low-income families."

Regret was expressed that most of the provinces have failed to participate in the rent supplement programme to lease accommodation from the private market. To meet high land costs the CLC proposed public ownership of urban land, held in perpetuity and leased for homes. Greater support for co-operative housing was also sought.

The CLC voiced strong support for the establishment of community health centres as a means of combating rising health costs and to provide improved service.

Election Reform

With a federal election on the horizon the Canadian Labour Congress advanced some suggestions for reform of election financing.

The CLC said it supported the suggestion of limited tax relief for individual contributions to political parties and candidates. A limit

"If picture tubes didn't cost so much, I'd like to kick some of these anti-labor phonies in the teeth!"

should be placed by legislation on election expenditures and the suggestion was that this be 25 cents per voter to be spent by the local candidate and an equal amount by the party. It was estimated that in an average constituency of 40,000 voters this would allow approximately $20,000 to be spent for a candidate.

It was also suggested that candidates have access to private broadcasting facilities on a free basis, as is now provided by the CBC, with a government subsidy recompensing the private stations. One free postal delivery for each candidate was also proposed.

Taxation

Canada's new tax act was described by a labour group as "a haven for tax lawyers, once they have learned to decipher it—some may never."

Basic criticism of the new legislation, was that it failed to implement principles enunciated in the Carter Report and, as a result, fell far short of establishing equity.

The language of the act, described as "clumsy and complex" made many of its provisions incomprehensible and was evidence of "a bureaucratic way of conducting the nation's business."

While the CLC welcomed the increases in basic income tax exemptions it pointed out that the benefits for many taxpayers would be minimal and "hardly likely to cause taxpayers to go dancing in the streets."

Trade

Deep concern over the effect of United States trade policies on Canadian jobs was expressed by the CLC. A developing protectionist policy in the United States constituted a serious threat to Canadian workers, the CLC said.

The government was urged to maintain the key safeguards of the auto pact with the United States and to resist U.S. pressures to permit individuals to import new and and used cars into Canada, a policy which "might well serve only to weaken, if not destroy, our auto industry."

"We take a very strong position, however, that when necessary Canada should take measures to prevent itself from becoming vulnerable to unfair import competition. We are very much opposed to artificially priced imports coming into this country, either from dumping or from state-subsidized prices. These kinds of imports should not be allowed to impair our domestic industries and create unemployment. We regard such practices as totally inconsistent, indeed a direct contravention, of both the letter and spirit of an international trade policy."

With regard to the automobile industry, the CLC said improved trade conditions, from a Canadian point of view, over recent years might easily be reversed. There was also a considerable danger that, in the face of the U.S. protectionist climate automobile companies there might be subject to political pressures to make production decisions which would result in the production of less popular cars in Canada and cost Canadian jobs.

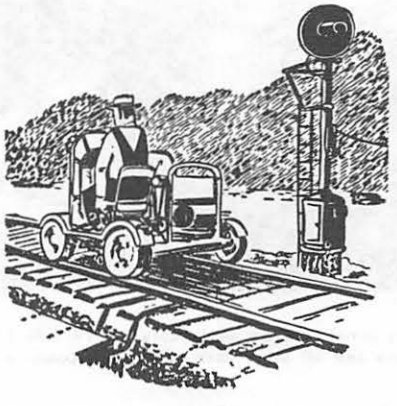
Youth Programmes

An independent audit of youth and local initiative programmes should be introduced to avoid misuse of funds for political purposes.

The CLC supported the programmes in principle but warned they could be used to mask unemployment. Training and retraining projects were given as examples. The labour statement said unions strongly favoured these undertakings, but added: "it is no secret that these programmes continue significantly to disguise the true extent of unemployment in this country."

Labour Legislation

The CLC urged the government to resist pressure from management groups to revise sections of proposed legislation applying to technological change. The CLC voiced general approval of the labour legislation which was introduced in the last session of parliament but which had not been dealt with at adjournment. It is expected it will be reintroduced in the present session.



The CLC particularly supported the technological change section "because we believe the proposed changes are based upon the sound and broadly accepted principle that technological change must be encouraged and developed in the interests of Canada, but not at the expense of Canadian workers."

Under the proposed revision employers would be required to give notice of such changes and, under certain conditions, this could be made the subject of collective bargaining during the term of existing agreements.

Unemployment Insurance

The CLC added its voice to the critics of present unemployment insurance operations and said new regulations and procedures had created acute problems for workers.

Greatest dissatisfaction centred on the policy making severance pay, vacation pay and other money received by workers at the time of their separation from employment as earnings. The CLC maintained that these were, in effect, deferred wages or savings. Regarding these as normal earnings amounted to applying a means test.

International Affairs

Organized labour's interest in international affairs was reflected in the submission. Comments were made on various world trouble spots and there was a strong recommendation for stepping up Canadian aid abroad.

In light of the growing possibility of a resumption of armed conflict in the Middle East the Congress suggested Canada press for the establishment of a neutral buffer zone under the control of the United Nations. Part of the plan was that Canada would offer to participate in a peace-keeping force.

Pollution

The federal government was asked to establish national standards for the collection, separation, and recycling of waste material.

Concern was expressed over the continuing danger to the Canadian environment as a whole and it was suggested there was need for much greater co-operation from the United States with regard to various pollution problems.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

C.N.R.-N.A.R.

Edmonton, Alberta (202). The initial meeting of Local 202 was held on Saturday, January 15, 1972 in the Union Hall Building, Edmonton, Alberta, Canada.

General Chairman and Grand Lodge Representative A. N. Cotton was present to install this new local and present the charter to the officers and members. Also present at this meeting, assisting Brother Cotton, were: Brother John E. Platt, assistant general chairman, C.N.R., Western Lines; and Brother J. M. Boisjoli, assistant general chairman C.P.-Rail, Western Lines.

At this meeting 36 of the 92 charter members of this local were present. Those members present and shown in a picture elsewhere in this issue of the Signalman's Journal were: Brothers H. N. Giebechaus, E. J. Brown, R. F. Spearn, T. R. Pratt, D. G. VanWalleghem, G. W. Kabitz, G. S. Cadrin, K. Gola, R. A. O'Hanlon, L. C. Frank, N. A. Dow, R. W. Hillier, J. C. Kinstlers, G. J. Frehlich, H. Tracy, R. Hanson, S. D. Fidler, D. A. O. Shaughnessy, M. C. Bye, W. V. Gorr, W. Fritz, D. A. Webicki, K. A. Stepfanisytn, H. D. Currie, G. Tkachuk, J. L. Converse, R. G. Dube, A. D. Lainchbury, A. Graham, K. L. Haustein, N. S. Wentzel, J. R. Culshaw, P. H. Podloski, P. P. Ulanicki, M. Lukow, T. A. Trefiak.

General Chairman Cotton called the meeting to order and Brother R. F. Spearn, acting chaplain, read the opening prayer.

Brother Cotton advised members present that this Special Meeting had been called for the formation of Local 202 and for the election of officers for Local 202.

Brother Cotton advised those present that the elections would be as provided by the Constitution and General Committee By-Laws.

Brothers J. E. Platt, R. F. Spearn, J. M. Boisjoli were then appointed as tellers to distribute and count ballots for the election.

Brother Cotton then gave an outline of the duties of each officer to be elected.

Nominations and elections were held and the following were elected: Chief Signalman H. Tracy, First Vice Chief A. Graham, Secretary-Treasurer D. G. VanWalleghem, Lever R. G. Dube, Board of Trustees: R. F. Spearn, K. H. Haustein, S. D. Fidler and D. A. Werbicki; Local Chairman A. Graham, 2nd position S. D. Fidler, 3rd position R. G. Dube.

Brother A. N. Cotton had advised the members of the duties and responsibilities of the various positions before the

The members of Local 202 who attended the local's initial meeting on January 15, 1972 in Edmonton, Alberta, Canada are shown above. The officers of Local 202 hope the members shown above and all other charter members continue to show interest in their local by attending all of its meetings.

elections were held and after the elections gave the officers their obligation who were then shown to their respective stations.

Application for membership was received from the following: J. R. Hoy, J. Begoray, K. A. Stepfanisytn, H. D. Currie, G. Tkachuk, J. A. Currie, F. W. Crampton, M. Lukow, T. A. Trefiak, J. E. McAleese, G. R. Watt, N. A. Dow, R. W. Hillier.

A motion was made and accepted that these applicants be considered jointly and that they be accepted. Brother Cotton advised that these members would also be charter members and their names were added to the charter.

The newly elected officers took their vows and took over their offices. Brother Tracy invited Brother Cotton to finish chairing the meeting.

The date for the next meeting of Local 202 was then discussed. Brother Cotton requested that Local 202 and Local 125 have their meetings on the same weekend and that they alternate Saturday and Sunday meetings. Brother Boisjoli advised that he would take this request to the next meeting of Local 125 for the members of Local 125's approval to hold January and July meetings on Saturday and April and October meetings on Sunday.

A motion carried that the next meeting of Local 202 be held in Edmonton on Saturday, April 15.

Brother Fidler moved that a vote of thanks be given Brother Boisjoli for the work he had done for the CNR members.

Moved by Brother Fidler that Brother Boisjoli be authorized to pay to Brother Smith $10.50 from Local 202 funds for the purchase of a wreath for Mr. B. G. Richmond.

Meeting adjourned at 16:20K.

D. G. VanWalleghem

Penn Central

Harrisburg, Pa. (50). Local 50 held its regular monthly meeting on Thursday, February 10, 1972. There were 10 members present when the chief signalman called the meeting to order.

The officers recognize that February is not the best time of year to try and set an attendance record. However, with all that has taken place within our Brotherhood and in our Signal Department on this railroad, we are sure most brothers could attend and take an active interest in our organization.

The meeting opened with a prayer by our chaplain in accordance with the Ritual. The secretary followed with the reading of the minutes of the previous meeting. Those present voted to accept the minutes as read.

A report on the financial condition of our local was read and accepted and the bills were paid with the approval of the trustees.

Local Chairman Britcher reported on the conditions at some headquarters and noted what is being done to correct these conditions.

While the information regarding payment of retroactive pay was not available at this meeting, Local Chairman Britcher was informed of court approval. The new rates were applied to the payroll effective February 1, 1972. The retroactive wage adjustment checks are scheduled for payment to those on weekly payrolls on April 20, and those paid by-weekly will receive their checks on April 25. The retroactive payment will be made by separate check delivered with the regular pay check on the payday indicated. Please note the above and keep a record of your new rate and the amount of retroactive pay received in case of needed adjustment at a later date.

Our vacation schedule for 1972 has been posted and most members seem satisfied with the dates assigned.

The chief signalman read a letter of resignation from Brother S. Sunday, our recording secretary. Brother Harper was nominated and elected to fill the position for Brother Sunday's unexpired term.

A letter from the editor of our Signalman's Journal was read explaining the poor service we are receiving from the Post Office in delivering our Journal. The Journal is mailed at second class rate and even though the rates for this class have increased considerably the service has reached an all-time low. He will try to have the service improved at some of the main Post Offices.

Let's not forget our next meeting. With 70 members I'm sure we can expect more than the small group that attended the January and February meeting.

Rich

Seaboard Coast Line

Jacksonville, Florida (84). The regular meeting of Local 84 was held in Jacksonville, Florida on Saturday, January 8, 1972.

The meeting was called to order by the chief signalman who appointed Brothers C. A. Hardwick, inside semaphore, and J. Harrelson, Jr., chaplain, who opened the meeting with a prayer. There were 8 officers and 16 members present also one member of Local 105.

Brother R. S. Rawls made a motion to dispense with reading the minutes of the previous meeting. Motion was seconded by Brother J. A. Johnson, Jr.

Applications of new members were ruled on by Brothers S. S. Stone, Jr., E. H. Higginbotham and J. A. Johnson, Jr. Brother C. A. Hardwick made a motion that we accept the new members.

Brother Baldwin said that the obligation was very important to him as he gave the obligation to the new members. Brother Johnson stated the old members of the local should be probed into taking the obligation over again.

The first meeting of Local 202 was held on January 15, 1972. General Chairman and G.L.R. A. N. Cotton installed the elected officers. Officers who were elected at this formation meeting were, seated, left to right: Brothers R. G. Dube, lever; D. G. Van Walleghem, secretary-treasurer; A. N. Cotton, general chairman and G.L.R.; H. Tracy, chief signalman and A. Graham, local chairman. Standing, left to right: Brothers R. F. Spearn; Trustee and Assistant General Chairman J. M. Boisjoli, C.P. Western Lines; Assistant General Chairman J. E. Platt, C.N. Western Lines; Trustees S. D. Fidler, K. H. Haustein and D. A. Werbicki.

A discussion followed the obligation on the delay of new members filing applications for membership. The officers of this local will check new men closer to prevent this.

Brother J. C. Baldwin asked if every member received a copy of our wage increase; also asked the young members to learn all they could about the By-Laws and Constitution so they will make good officers in the local.

Brother Baldwin welcomed the Local 105 member to the meeting and stated how he had attended and enjoyed Local 105's last meeting.

A question was asked why the members of this local could not have a payroll deduction plan for payment of dues. Another member noted for those present at this meeting that our quarterly dues are a small amount for the service rendered.

A discussion was held on what could be done about supervisors working on hot box detectors. General Chairman G. G. Gross said that if you know of this going on you should let your local chairman know about it and he believes we will get a claim. He said that he was glad to see this number of members present and taking part in the local.

General Chairman G. G. Gross reported that two claims are being handled; one about telephone maintainer cutting code line and the other about promoting younger men when older men bid on the jobs.

Brother Gross told those present what the goals are for the General Grievance Committee in 1972.

A question was asked if the noon meal period had been changed so that if you left your headquarters you could collect for a meal. Brother Gross answered that as long as a man is on his own territory he must pay for his noon meal.

He then reported on camp cars and Grand Lodge's position as a result of our recent negotiations.

General Chairman Gross asked every member to be enthusiastic about the Brotherhood as it is all they have to protect their jobs and working conditions. He asked that every member take an active role in the local's affairs.

A discussion on supervisors ordering members to violate our agreement became very lengthy and it was decided that we should request these supervisors to put such orders in writing.

Best wishes were extended to our sick Brothers: Ralph Daniel, N. D. Ford, Paul Hughes, R. D. Williams, C. G. Hall, L. R. Hodges, E. B. Hodges, Auzzie J. Westberry, H. W. Mason, A. W. Jarriel, and C. L. Morris.

Our thanks from all present to Mrs. J. H. Huling, Sr. for the fine meal.

There being no further business to come before our lodge, the meeting was adjourned with a prayer.

T. E. Maness, Jr.

The officers and members of Local 1 on the former Pennsylvania Railroad held their Annual Retirement Banquet at the Alexandria Fire Hall, Alexandria, Pa. The retired brothers of Local 1 who attended are shown above.

Brother David C. Brubaker, who at age 93 is the only surviving Charter Member of Local 1, attended the Local's Annual Banquet. Brother Dave, who retired on January 15, 1954, told those present that one of his greatest thrills was seeing his organization strike the nation's railroads in May, 1971 in order to secure a decent wage settlement. Brother Dave, in center, is flanked by Director of Research W. D. Best, on left, and Local Chairman R. A. Myers, on right.

Seaboard Coast Line

Members of Local 84 and Local 105 meeting in Jacksonville, Florida on February 19, 1972, overwhelmingly agreed to merge the two locals into one and to elect a general chairman who will represent members of the merged locals on a full time basis.

Seventy-five members representing Locals 84 and 105 heard President Chamberlain tell them the time has arrived when it is imperative that serious consideration be given to merging the two locals and having representation of a full time general chairman. President Chamberlain pointed out the many difficulties part time general chairmen experience in representing our members and at the same time being employed by the carrier.

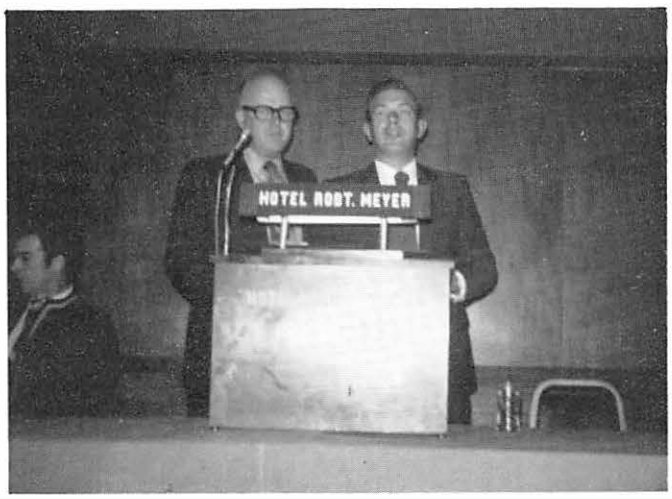
Details for merger of the two locals will be worked out by a committee of three members from each local appointed by the respective chief signalmen. The merger will be completed when the details are approved by both locals.

A spirit of cooperation was apparent among the members present and each was afforded the opportunity to express his opinion on the subject. Many of those attending called on all members of Locals 84 and 105 to support the merger with the ultimate goal of providing better representation and having

Seaboard Coast Line Locals Meet In Jacksonville, Florida

President C. J. Chamberlain addressed the Joint Meeting of Locals 84 and 105.

Chief Signalmen James C. Baldwin of Local 84 and S. R. Jenkins of Local 105 agreed to the merger of Locals 84 and 105.



Chief Signalmen Baldwin, on right, and Jenkins, on left, assisted President Chamberlain in answering questions about merging the locals.

A few of the brothers attending the meeting renewed old acquaintances.

Seventy-five members representing Locals 84 and 105 attended the meeting.

Every member present was afforded the opportunity to express his opinion on the subject.

General Chairman W. E. Ferguson presented billfolds to Brothers L. G. Williams and H. S. Clary on behalf of their many friends on the Denver & Rio Grande. Signal officers joined in wishing both many years of happy retirement. Shown above left to right are: Signal Engineer B. C. Eaton, Brother Clary, General Chairman Fergunson, Brother Williams and Secretary-Treasurer B. L. Denison.

Brother and Mrs. Gerry Williams and Brother and Mrs. Harry Clary are shown above with the gifts presented by fellow members of Local 24 on their retirement.

better lines of communication among the members.

Grand Lodge Officers attending the meeting included President C. J. Chamberlin, Secretary-Treasurer R. T. Bates, Vice Presidents T. H. Gregg and C. S. Chandler, Grand Lodge Representative G. F. Harper, and Grand Lodge Trustee G. A. Harrington.

Photographs of the meeting appear elsewhere in this issue.

Denver & Rio Grande Western Railroad

Denver, Colo. (24). Following the regular first quarterly meeting held at the Ramada Inn, a retirement banquet was held in honor of Brothers L. G. Williams and H. S. Clary.

Brother Gerry Williams retired November 30 after 36 years of service on the Rio Grande. He worked with the GRS construction crews installing some of the first ABS on this property, during which time he met and won his wife. After working with GRS gangs over most of the U.S. he returned to the Rio Grande and worked as signalman, gang foreman, and maintainer. Gerry served our brotherhood in the local at various times as trustee, local chairman and 1st vice chief signalman. He helped to train and served as an inspiration to many of the signalmen presently working on this pike including your correspondent.

Brother Harry Clary retired November 30 completing 35 years of service on the Rio Grande. He went to work as an experienced lineman and was known to your correspondent since the late 1920s. He is one of the few to survive being burned down by 44,000 volts. Harry served as assistant signalman, signalman, signal maintainer and gang foreman, and was acknowledged as tops in his field of line construction. He joined the Brotherhood of Railroad Signalmen in 1937 and our treasurer reports that he has the enviable record of never having been in arrears in dues to the date he retired.

A party of 46 consisting of members of Local 24, retired department employes, officials of the department, DOT Signal & Train Control Inspectors and their wives, joined in a leisurely dinner and a heart-warming tribute to these men. Retired Brother R. W. (Pug) Byberg made and presented the retiring brothers exquisitely made miniature rocking chairs, symbolic of days coming. Brothers Gerry and Harry were presented with billfolds containing a little seed from their friends on the Grande to help them enjoy a long and happy retirement. Highly deserved praise was given to the careers of these two men and best wishes bestowed by those fellow workers present.

W. E. Ferguson

Obituary

E. C. Johnson, retired member of Local 7, New York, New Haven & Hartford Railroad, passed away.

Brother Johnson retired on August 6, 1963 after completing 47 years of service. At the time of his retirement he was an assistant signal maintainer at Hartford, Conn.

The officers and members of Local 7 extend their deepest sympathy to his wife and the surviving members of his family. Ed.

E. J. Fanning, retired member of Local 182, Southern Pacific, passed away.

Brother Fanning completed 28 years of service with the Southern Pacific Railroad. At the time of his retirement in November, 1967 he was a signal maintainer at Tucumcari, N.M.

The officers and members of Local 182 extend their deepest sympathy to his widow and the surviving members of his family. Ed.

J. O. Weaver, retired member of Local 105, Seaboard Coast Line Railroad, (former Seaboard Air Line) passed away on January 12, 1972. He was 71.

Brother Weaver retired from the Seaboard Air Line on November 1, 1959. He had completed over 32 years of service. At the time he retired he was a signal maintainer at Jacksonville, Florida.

The officers and members of Local 105 extend their deepest sympathy to his wife and the surviving members of his family. Ed.

Leonard W. Hancock, retired member of Local 56, Long Island Railroad, passed away on June 29, 1969. He was 71.

Brother Hancock was a signal maintainer at Jamaica, New York, at the time of his retirement on August 10, 1954. He completed 30 years of service.

The officers and members of Local 56, extend their deepest sympathy to his wife and the surviving members of his family. Ed.

John M. Whaley, retired member of Local 7, Penn Central (former New York, New Haven & Hartford Railroad), passed away March 30, 1970. He was 79.

Brother Whaley was a signal maintainer at Devon, Connecticut, when he retired on January 10, 1959, after completing 52 years of service.

The officers and members of Local 7 extend their deepest sympathy to his wife and the surviving members of his family. Ed.

D. H. Lark, retired member of Local 121, Atchison, Topeka & Santa Fe, passed away January 25, 1972. He was 72.

Brother Lark was a signalman at Ft. Worth, Texas, at the time of his retirement in November 1948 on disability. He completed 23 years of service.

The officers and members of Local 121 extend their deepest sympathy to the surviving members of his family.

B. F. Johnson—

W. J. Doble, retired member of former Local 42, New York Central, Lines West, passed away February 29, 1972 after a long illness. He was 68.

Brother "Jack" entered the service of the Michigan Central Railroad on August 22, 1923. He retired on January 1, 1964.

From 1935 until 1963 Brother Doble held the position of General Chairman, NYC-LW. He attended all conventions of the BofRS between 1935 and 1963 and will be remembered by the delegates to these conventions as a fighter for improvements of working conditions for the members of the BofRS.

The officers and members of the NYC-LW extend their deepest sympathy to the surviving members of his family. ED.

Frank O. Callaghan, retired member of Local 120, Boston & Maine Railroad, passed away December 12, 1971. He was 80.

The officers and members of Local 120 extend their deepest sympathy to his wife, Ellen, and the surviving members of his family. ED.

Thomas Jay Campbell, retired member of Local 1, Penn Central (former Pennsylvania Railroad) passed away January 14, 1972. He was 51.

Brother Campbell had been employed in the Signal Department for 25 years. For the past four years he had been in failing health.

Born February 23, 1920 at Lewistown, Pa., he continued to live there following his return from World War II. He served with the U.S. Army in World War II and was a member of the Lewistown, Pa. Fire Company and Logan Guard Post 90.

Brother Campbell is survived by his wife, Muriel; his stepmother, Mrs. Charlotte Campbell of Culver City, California; one sister and one brother, to whom the officers and members of Local 1 extend their deepest sympathy.

R. A. MYERS

Sam L. Martin, member of Local 55, Norfolk & Western Railroad, (former Wabash Railroad) passed away March 3, 1972.

Brother Martin began work on the old Wabash Railroad as a track laborer in 1936 and in 1937 became a signal helper. He worked on the gangs several years and later maintained at Romulus, Michigan and at Delphi, Indiana, the position be held at the time of his death.

Beginning in 1957 Brother Martin held the position of Secretary-Treasurer of Local 55 for the past 12 years.

The Passing of a Gentle Man

Ol' Sam was born in the hills of Kentucky where hard work was considered a virtue and down thru the years he developed this virtue on and off the railroad.

He was just an ordinary man whose interests in life were hard work, honesty and friendliness, and these he developed to the utmost.

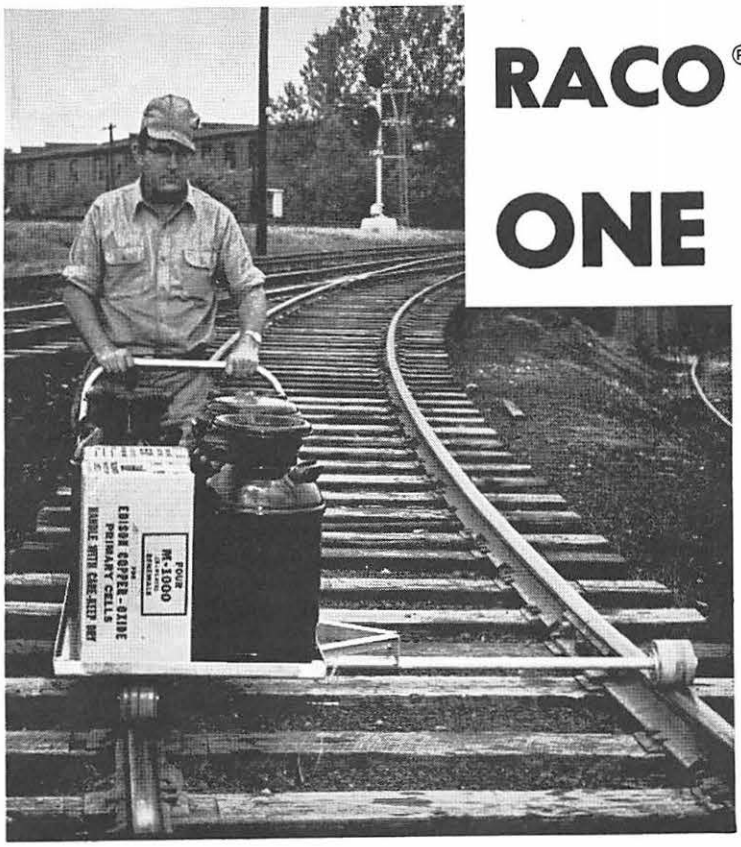
I guess that you could say that he was not noted for his fame, fortune or achievements, but he was a friend of mine and that in itself is enough.

Ol' Sam has gone to his home, but his memory lingers on.

"Man that is born of woman is of few days and full of trouble, he comes like a flower and withers, he flees like a shadow and is not."

The officers and members of Local 55 extend their deepest sympathy to his wife, Mabel, and two children.

J. F. POUNDSTONE



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Joseph H. Walker, retired member of Local 120, Boston & Maine Railroad, passed away on July 24, 1971. He was 87.

Brother Walker retired October 29, 1959 after completing 56 years of service. He was a signalman at Boston, Massachusetts, Terminal Division, when he retired.

The officers and members of Local 120 extend their deepest sympathy to the surviving members of his family.

ED.

G. L. Wilson, retired member of Local 152, Southern Pacific Transportation Company, passed away on April 12, 1970. He was 84.

Brother Wilson retired in July of 1952 after having completed over 35 years of service. At the time of his retirement he was with signal repair, Portland, Oregon Shop.

He is survived by his wife, Ethel M., to whom the officers and members of Local 152 extend their deepest sympathy.

ED.

R. F. Pfiel, retired member of Local 99, Texas & New Orleans Railroad, passed away February 9, 1972. He was 71.

Brother Pfiel retired from railroad service on February 1, 1964. He completed 42 years of service.

He was a member of the First United Methodist Church, Hondo City Lodge #756, AF&AM, Hermann Sons Lodge.

Surviving are his wife, Frances of Hondo; one brother, Milton Pfeil; and three sisters, to whom the officers and members of Local 99 extend their deepest sympathy.

ED.

William Reynolds, retired member of Local 112, Penn Central (former Pennsylvania Railroad) passed away on May 8, 1970. He was 76.

Brother Reynolds retired in 1959 after completing over 47 years of service. He was maintainer tests at Pittsburgh, Pa. when he retired.

The officers and members of Local 112 extend their deepest sympathy to the surviving members of his family.

ED.

J. H. Johnson, retired member of Local 129, St. Louis-San Francisco Railroad, passed away on July 10, 1970. He was 73.

Brother Johnson was a signalman helper at the time of his retirement on February 1, 1964 after completing 21 years of service.

The officers and members of Local 129 extend their deepest sympathy to his wife and any surviving members of his family.

ED.